



Newsletter

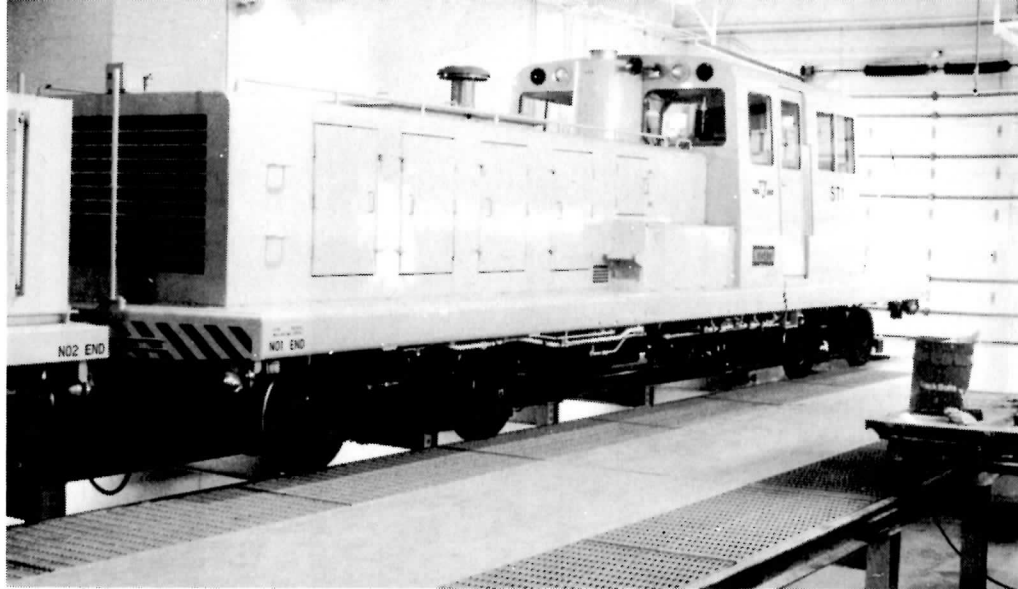
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UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



TTC Scarborough RT locomotive ST1, a 32 ton, 400 HP diesel powered vehicle with a hydraulic torque converter and drive shafts to all four axles. Built by Niigata Engineering Co. Ltd., 1984. Unloaded at McCowan Carhouse Sept. 28, 1984. --TTC photo



TTC RT crane car ST2, non-powered (pushed or pulled by locomotive ST1), used to move rail and track materials to work sites. Equipped with propane powered crane, which may be remotely controlled with a hand-held controller via a 40-foot extension cord. Built by Niigata Engineering. --TTC photo



TTC RT rail grinding car ST3. There are grinding stones and water nozzles on each side of the truck, between the non-powered running wheels. The stones are pushed down and lifted up pneumatically. The vehicle is loaded with concrete blocks to provide sufficient downward force for the stones.

--TTC photo



A Calgary Transit C-Train heads eastward on 7th Ave. at 3rd St. S.E., Aug. 11, 1984, just prior to the track connection being made with the new North-East Line, due to open this spring. The cars are Duwag U2's.

--R.H. Reeve



Trains to be restored

VIA SHAKEUP

On Jan. 15, at an Ottawa press conference, Transport Minister Don Mazankowski announced that the resignations of 14 of the 15 VIA Rail board members by Feb. 5 was being sought by the Government. The lone survivor is President Pierre A.H. Franche, a non-political appointee (unlike the others), who was earlier rumoured to have his head on the block also. The interim VIA board consists of Mr. Franche and the three members of the Rail Passenger Action Force, who are identified in a separate article in this issue. Greg Gormick, Executive Director of Transport 2000, told the press that his opinion was that the fired VIA board had been excessively preoccupied with the Quebec City-Windsor corridor and that it was also culpable because of its lack of resistance to the 1981 Pepin service cuts.

Prior to the Minister's announcement a rumour mill was grinding out a suggestion that VIA might be scrapped in its entirety and that the mantle of responsibility for Canadian rail passenger service would again be placed on the CNR. This, however, failed to happen. On Jan. 8, in an address before the Toronto Passenger Traffic Association, Mr. Franche had said that an independent corporation is preferable to the old situation of CN being a passenger train operator while it was "preoccupied by many and sometimes conflicting profit centres when passenger is merely a poor cousin to freight". He pointed out that the projected VIA deficit for 1983 had been \$527 million, but actually was \$451 million, indicating that progress was being made in tough financial times.

Mr. Mazankowski announced some very positive things as well on Jan. 15. A significant restoration of passenger train services discontinued in the November, 1981 and the September, 1982 service cuts will occur on June 1 of this year, including the following:--The ATLANTIC LIMITED, Montreal to Halifax via St. John; --THE CANADIAN, Montreal to Sudbury via Ottawa, cutting 12 hours off present travel time (via Toronto); --The SUPER CONTINENTAL, Winnipeg to Vancouver via Edmonton and Jasper (the above will all be daily services); --Toronto to Havelock via Peterborough (as a two-year experiment in which the service must prove itself or again be lost); --Montreal to Sherbrooke; --Montreal to Mont Joli.

By contrast, in the overall train services announcement is a shocker: the indefinite suspension of Calgary-Edmonton Dayliner service from its accident plagued route, beset with 150-plus grade crossings.

The Rail Passenger Action Force has issued interim recommendations that further international services be considered for development in conjunction with Amtrak, including Vancouver-Seattle, Winnipeg-Minneapolis, and a Toronto-New York City night train.

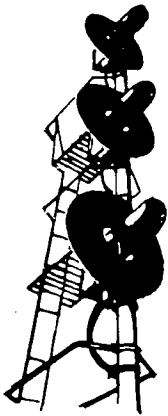
The Minister further announced that between \$600 million and \$800 million would be spent over the next few years on new equipment purchases--he hinted at a Canadian version of Amtrak's Superliner equipment for transcontinental services and that more LRC's would be purchased notwithstanding their unfortunate history of mechanical problems to date. An announcement of an equipment order was expected within a month of the date of his announcement.

Finally, the press conference was told that a new operating agreement with CN and CP is in the process of being drafted, under which passenger trains would be afforded priority over freight trains, and a system of incentive bonuses and penalties would encourage the railways to offer better operating performance in relation to passenger trains. Pending the new agreement and the improved VIA balance sheet which should result from it, certain VIA projects have been shelved, including construction of the new maintenance shops planned for Halifax, Montreal and Winnipeg (the Toronto project, located in the suburb of Mimico, will be carried through to completion), and conversion from steam heat to HEP.

--VIA Rail reported, after one month's operation of the partially (thrice weekly) reinstated Moncton-Edmunston Budd car service, that passenger carryings were considerably higher than expected. Transport 2000 had estimated 25 to 30 passengers per run, but the average has actually been 83, a figure much higher than prior to the 1981 discontinuance. Pierre Vidal, VIA Public Relations Officer in Moncton, attributed this success to the convenience of the scheduling and the publicity campaign along the 296-mile run which has engendered strong public support. He cautions, however, that the first month's total may not necessarily be indicative of the long term level of patronage. It seems, nevertheless, that the case has been made for catering to passengers' scheduling needs and properly promoting rail passenger service.

--It is planned to commence operation of the Vancouver ALRT line on January 1, 1986. Cars for the line are arriving in volume and are being tested in the shop area, which is now complete. The elevated structure of the line has seriously detracted from the environment; of further concern will be the effect on residential areas when station related traffic commences. As often occurs, benefit to suburban areas will be provided at the expense of the related city.

--Ralph Oakley



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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.

--A letter reproduced in one of our contemporaries says that one must stop comparing VIA Rail with Amtrak, citing some rather weak and, in certain cases inaccurate, reasons for desisting in such comparison. Well, the NEWSLETTER begs to differ sharply; the same basic factors bear upon the business of operating passenger trains in both countries, and the more the two national rail passenger systems know of each other, and we of both of them, the better all will be informed--and from knowledge will yet come, it is sincerely to be hoped, a better day in the future for the passenger train on this continent as a whole.

RAIL PASSENGER ACTION FORCE--The task force announced in November by Transport Minister Don Mazankowski to formulate a new national rail passenger plan consists of the following three individuals: Dr. Hugh Horner: A former Member of Parliament and of the Alberta Legislature where he served as Minister of Transportation, Agriculture and Economic Development. He has been the Federal Grain Transportation Co-ordinator and most recently was Chairman of Alberta Terminals Ltd.

Nicholas Vincent: The National Director of Transport 2000 for the past five years.
Roch Fortin: Most recently the Director-General of the Eastern Regional Council for Development, based in Sherbrooke, Quebec. He has also worked with Transport 2000 and the Coalition for Improved Rail Passenger Service.

The action force has a mandate to define the basic national rail passenger network, including restoring necessary services and reviewing all current services as well as a new investment program with emphasis on acquiring new rolling stock for VIA. It will also investigate the charges which have been levied by CN and CP for use by VIA of their facilities, and will help to prepare new rail passenger legislation.

--VIA Rail "Vialogue"

NOTES FROM NEWFOUNDLAND by Bob Sandusky

--Since branch passenger service out of St. John's ended (Sept. 19 to Argentia and Sept. 20 to Carbonear), branch service has settled down to freight-only to Carbonear on Tuesdays and Thursdays. The train leaves St. John's about 6:00 a.m.

--Other service reductions are in the wind. The daily freight from Notre Dame Jct. to Lewisport was to be reduced to 'as needed' sometime in January 1985.

--The Newfoundland Transport Historical Society had the first three rail cars moved to the museum site at C.A. Pippy Park during the first week of December. The preserved vehicles are "FOGO" (sleeper), mail car 1802 and coach 768.

--The recent biography of the late Frederick Wilkinson, Anglican Bishop of Toronto, contains in an appendix a reproduction of handwritten autobiographical notes by the Bishop's grandfather. Hugh Wilkinson came from County of Durham, England in 1856 by a prolonged trip under sail to New York. He hired out with the Grand Trunk Railway, working briefly installing a coffer dam and pump for a pier of the company's first St. Lawrence River bridge, then as a fireman on a ballast train working west from Brockville when the GTR was open only from Montreal to Brockville. After almost 30 years as a GTR fitter, he was hired as Master Mechanic of the Brockville and Westport, a position he held for over 15 years. He retired at the time of the forced sale of that road in 1903. He is recalled by a parishioner of St. Paul's in Brockville as always present in the front pew, in company with a group of children from the poorer families of the parish.

('WILKINSON -- Warrior, Musician, Bishop' by Canon George Young, published in 1984 by the Anglican Book Centre, 600 Jarvis Street, Toronto M4Y 2J6. ISBN 0-919891-17-9).

--Jack Knowles

COVER: VIA 6534 and 6533 lead the "NORTHLAND" down the Bala Sub., approaching Eglinton Ave., Toronto, on the last lap of the train's overnight journey from Cochrane, Ont. Apr. 11, 1979. Despite the rugged terrain, this scene was captured just a few miles from Toronto Union Station.

--Ted Wickson



VIA Rail Canada Inc.

EMPLOYEE COMMUNICATION AT VIA

(An extract from an address entitled "The Public Service on the Front Line and the Citizen", as presented by Pierre A.H. Franche, President and Chief Executive Officer, VIA Rail Canada Inc., before the Annual Conference of the Institute of Public Administration for Canada.)

In my last two jobs, I have run what the Treasury Board calls "commercial" Crown Corporations. The first, Ports Canada, was losing \$30 million a year when I took it over and historically always did lose money. When I left it was making \$60 million a year. The second--my present charge--loses about \$450 million a year in real terms, with another \$200-plus million consumed by capital grants. I suppose VIA is not a task likely to be accepted with great alacrity by the private sector if the Federal Government were to try to sell it off. Indeed, there might be no takers. Yet both the ports system and the railway provide a service very necessary to Canadians. I will not concede that either organization absolutely needs to lose money. (However, this is not a public promise that VIA Rail will soon be clearly in the black, as Ports Canada is now.) The point is that both outfits can be run efficiently and effectively. In VIA's case, our deficit can certainly be considerably reduced over time and the service can be improved by good management. Improving the service will profoundly affect the public's view of VIA, even if the bottom line remains, somewhat, in red ink.

However, VIA Rail may well need an ultimate capital infusion of something like \$5 billion over the years if it is to be fully and completely modernized to meet Canada's passenger transportation needs as we enter the 21st Century. Before any federal government with any business sense at all gives me that sort of money to invest for it, it has every right to ask that I improve the bottom line, most particularly our face-to-face service to our passengers. After all, pleasant personal service is a vital ingredient in pleasurable travel. I will have to demonstrate that further capital investment can earn a return in several ways--in better service, greater on-time reliability and other yardsticks, as well as in reduced deficits. But above all, even while we run our 30-year old trains over the single tracks we share with freights which so delay us, the Government of Canada still has a right to demand first class personal service, right now, for the seven million Canadians who are VIA's paying passengers. You don't need to buy new trains to be courteous, helpful and caring at the head-end, as we say in the railway. Politeness and helpfulness do not require any great amount of capital investment. However, they do require training and a constructive, responsive state of mind from our employees--and from those who manage them.

Therefore, improved personal service to our passengers has become one of our foremost priorities at VIA, even as we develop careful, longer range plans for re-equipment, for new tracks, for modernized stations, for new trains and all our many other goals. Better personal service is the most visible thing we can do right now to improve our immediate impact on our customers. It will yield the quickest returns in customer satisfaction and, hence, political satisfaction by our masters.

What I would like to describe to you briefly today is an outgrowth of our approach to marketing at VIA, though it is not managed by our Marketing Department. Rather, it is in the hands of two key directorates--Customer Service and Training--both of which report to our Executive Vice-President, to whom Marketing also reports. That's how highly we rate the importance of face-to-face contact with our seven million Canadian passengers. Without it, our whole marketing strategy will be much less effective. We cannot hope to win people back to the passenger railway if they are greeted with less than excellent personal service in our stations and when they climb aboard our trains. We have to change from a railway culture ("our job is running trains") to a customer-oriented culture ("our job is satisfying passengers"). Marketing is very much the parent of better customer service. The two go indispensably hand in hand.

Nothing I say here should be construed as criticism of our VIA front line employees. They are fine, decent people, many of them with a quarter of a century or more in service to the Canadian travelling public. For an example, one of our union local chairmen, who is an employee on our trains, is the fifth generation of his family to serve on Canadian railways. On the other hand, our Executive Vice-President, who runs the program I am going to describe, is himself a third generation railroader. There are many more such examples in our company. There's a tradition of service here that is only admirable. These people want to do their jobs well. It's just that nobody has ever made it easy for them to do it, in customer service terms. And the climate in which they have been operating has been rather gloomy, to say the least. It has not been calculated to motivate them highly.

Let's look back a bit at the climate in which our people--particularly those on the trains and in the stations--came into the railway business and have survived in it. By the time our most senior employees joined one of the two passenger railways which existed in Canada of the 1950's, their sales graphs had already begun to slump. The competition from planes at those shiny new airports, and cars and buses on those major new expressways was sucking traffic away from the trains. The more the rail traffic declined, the less investment there was in the passenger rail service. For the next three decades, our employees watched the rail service decline, with growing subsidies from government and a dwindling share-of-market. Finally, the Federal Government took over, merged the two passenger services and created VIA. Those employees left their parent companies to join the new venture. That was a shock, in itself. The next few years were uncertain. From the employees' point of view, it must often have seemed as if the passenger rail service would soon close down altogether. Indeed, there were even voices which

advocated this. The 1981 cuts in passenger rail service naturally created further fear and doubt. Employees really began to feel like losers, working for a loser company, and few of us could blame them. We've had to work hard to overcome this understandable legacy of insecurity and uncertainty in the minds of our employees.

Moreover, one must also remember that most of our employees never had any great amount of training in dealing with the public. Yet, like the sales assistant on the floor of a department store, they were (and are) the principal face VIA shows to its public. As we all know, dealing with the public is demanding and requires a high polish--and that doesn't just happen without training. VIA is a travel retailer and we need to deploy all the best skills of retailing.

We concluded that if we were to make substantial advances in VIA's personal service to passengers, we would have to do more than come up with a few jazzy, trite slogans. We would have to give them a clear picture of where VIA could go--in a way which could credibly offset those decades of neglect. We would have to involve them and show them that management was committed with them to these common goals. Only then could these deservedly sceptical people take heart and begin to believe again that there was a future in passenger rail--a future for them--and so a future for improving their customer service techniques. We would have to show them that their improved performance was a key to the success the company needed to survive and prosper.

We decided that management first ought to get a clear idea about what it's like to be at the sharp-end, serving VIA passengers. This would replace theory with a hands-on focus. It was decided that every single VIA Vice-President, every VIA manager, myself included, from top to bottom, would spend at least one day a year (and preferably two) actually doing a front line job. I have twice been a ticket examiner--at Montreal's Central Station and Toronto's Union Station. Other managers have served as redcaps, as waiters on the trains and have worked our ticket counters. This isn't a publicity gimmick. First, it has given us a refreshing first hand view of the front line (and a chance to talk to employees about their jobs). Second, it has demonstrated to many employees that we in management are willing "to get our hands dirty" at the business of improving customer service. Thirdly, and perhaps most importantly of all, it has been a break with the rather hierarchial tradition of the railways.

At the same time, we commissioned professional public opinion surveys (querying both our public and our employees about our service) to provide benchmarks of where VIA's service levels stood at the start of this process. The same questions were posed to both public and employees, so the two sets of answers could be compared. Then we published the findings in our company newspaper, so employees could see for themselves that we had quite a way to go--in the public's eyes and in theirs. It wasn't just management complaining. These attitudinal surveys are being repeated regularly, to track any changes in public and employee opinion. They, too, will be communicated to employees.

When we launched into our first customer training sessions, we decided that management would again have to be an integral part of the action. You could say training was too important to be left to the trainers. If we going to explain how and why VIA had to change, it should be management which would show the way--and answer employees' questions directly. So managers have played a key role in "teaching" these sessions. I myself have been a resource person at 20 sessions for a total of 160 hours over five months, in addition to many special meetings with our supervisors in the field.

However, please don't get the idea that these training sessions are lectures, with the VIA brass pontificating and the employees listening dutifully. Far from it! It's a two-way street. Believe me, our employees don't just accept the given wisdom--they ask plenty of searching questions. Employees like to ask the President a straight question, or illustrate a concern with an anecdote or an issue from the trains. This two-way dialogue is giving management fresh ideas and insights into the problems our employees face and how they perceive them. And it is creating an atmosphere of understanding and sharing. In the past, it's been relatively rare for senior railway executives to talk to front line employees face to face at any length. Our approach seems to be creating a healthy two-way exchange for both groups.

This approach gives us the opportunity to set out our company goals, explain what they mean, explain the barriers to reaching them, right at the grass roots level. But equally importantly, it enables the employees to talk back and give us their views. That's the important part--they feel someone "up there" is listening because the "someone" is right in front of them and is listening and then answering back.

When we get into the training phase which teaches customer service, it's "no-lecture" time again. The "teacher" is a video camera and the employees are themselves. The employees write and stage video playlets which demonstrate real life customer service problems and solutions, as those employees have conceived them. The employees are the scriptwriters, producers, directors, cameramen and actors--they do the whole job. This part of the training is working very well--far better, I believe, than would abstract discussions of customer service, couched in theoretical terms. Employees from across the VIA system who have never worked together (and who are from different fields) come together to work on a common project. This generates a tremendous sense of pride and accomplishment and enhanced self-esteem. All of our people described the process as a "bonding experience" because participants get a global feeling about where VIA is going.

Bear in mind, however, that while our principal target of this customer service training program is the front line employee, all VIA employees, managers, supervisors and office staff, are also taking part. It gives the non-frontline people an excellent down to earth view of the problems of delivering better customer service--and where their apparently non-frontline department may really fit in. It's an excellent opportunity for interaction between the staff of different departments and regions--a chance for employees to meet and talk about their work.

In an important sense, every VIA employee is involved in our frontline delivery. That's the way we want it.

Employees are specifically asked not just to dump problems into these sessions. They are encouraged to project the real world on the trains and what the service really should be like. If they don't give that kind of service they begin to ask themselves why. They're holding up a mirror to themselves and when they come to screen their final video production, each of them is very positive about it. The real virtue of the video approach to training is, of course, that it's highly participatory. It involves the employees. Also, varying levels of literacy become completely unimportant because people of all educational levels can take part freely.

The effects have been remarkable. We are beginning to overcome what is perhaps VIA's biggest employee morale problem--our employees' self-image. You may feel like a loser if you work for a company that's perceived to be a loser. Yet if you have a chance to hear how the company is planning to change for the better, you become more optimistic about your own and the company's prospects. As change arrives, that optimism is reinforced. Some of our trainers have been surprised by the immediate results. They expected employees would be sceptical and waiting for the next step. Instead, employees went right out and started applying their changed attitudes to customer service. Their hopes had been raised by the expectancy of change.

The idea behind all our training approaches is to get a positive turnaround in attitude coming from the employees themselves. The positive attitude is there--but they have faced so many years of seeing themselves as losers, working for a loser corporation, or a losing industry. They like what they're doing, but they want more positive action from management. They need to be convinced that management is behind them, management is on their side and really wants them to go out and give better service. They need to understand that it's vital to corporate survival.

At the present time, 2980 of our total 3500 employees have taken the first part of our training program--a one-day session known as CSI--another 180 have taken the second part--four-day sessions called CS2. The third part of the program, known as CS3, consists of several two-hour sessions and will begin in January, 1985. We expect to complete the training by the end of 1986. Thereafter, it will be a built-in part of corporate life at VIA.

If training is a form of communication with employees--and I firmly believe it is--there must be other channels of communication, too. At VIA, we are making very deliberate attempts to update our employees across Canada by a steady stream of communication on issues important to both of us. In addition to communicating through our company newspaper, Vialogue, consider these few examples: • When the government gave VIA \$306 million to build new maintenance centres, I wrote a detailed letter to all employees describing our plans for these and why they were important to all of us.

- Our Chairman and I sent a copy of VIA's annual report to every employee the day it was tabled in Parliament.
- When we tabled a very comprehensive brief on VIA's future directions with the Senate Committee on Transport, every employee got a copy.
- We have just mailed a very detailed account of our latest five-year Business Plan to every employee.

As a general rule, I write to every VIA employee whenever VIA has a major announcement to make or we have an important piece of news to convey. These mailings go to employees' homes, so that families can get the news, too. We don't rely on the news just filtering out haphazardly--we get it there. In addition, individual departments send mailings to employees' homes to inform them of major developments in their specialized areas. Newsletters are issued to employees by our four regions and headquarters at a greater rate of frequency than the company newspaper.

With all this activity, we're trying to build bridges of open discussion and frankness. All these efforts are designed to keep our employees fully up to date on change at VIA--constructive change--which is likely to encourage them to feel that the climate is improving and the years of neglect of the passenger rail service are at last being redressed. People can easily fear change if they don't understand it. With understanding comes acceptance, enthusiasm and even momentum.

I will not pretend that we can yet quantify the results of our employee training (or should I call it employee communication?). You can't change a whole culture, built up over decades, overnight. Some people want to wait and see--and you can't blame them, after those years of neglect. You have to try and coax them into a positive frame of mind. I only know there's now a different spirit aboard VIA these days. When I watch our employees at work on the trains and in our stations, their posture is more helpful, more friendly, more caring. I think this is because they feel a wee bit more confident about their future. As we continue on this road, as we meet some of our announced goals, as management is seen to be delivering, that credibility will increase. That's the payoff--and that, too, is part of our bottom line at VIA.

--With reference to the list of Montreal "Lakeshore" stations included in Sandy Worthen's article "To The City by Rail" in the September 1984 issue of the NEWSLETTER, J.M. Harry Dodsworth of Ottawa points out that in CPR public folder Form A, Aug. 11, 1903, there is a station called "Lavigne" at Mile 37 of the M&O Subdivision. He suggests that this station stop may have been renamed "Choisy".

The TTC Gloucester subway car brochure included with this issue of the NEWSLETTER is supplied through the courtesy of the TTC. Our thanks to member Ray Corley, of the TTC Equipment Dept., for arranging to obtain these brochures.

EMPLOYEE COMMUNICATION AT VIA--A POST SCRIPTUM

That an employee communication program is not coming any too soon at VIA, and that it should by extension include the general public, is a conclusion which might readily be drawn from the following series of correspondence:

VIA RAIL CANADA INC.
TRAVEL CENTRE, UNION STATION

Mr. D. Sherlock, Manager,
Sales & Administration, VIA Rail
20 King Street West, Toronto, Ont.

Nov. 7, 1984.

On Monday, Nov. 5 Mr. S. Worthen came into the Travel Centre. He had in his possession tickets he had purchased for a Getaway trip to Montreal. He wished to upgrade his coach seats to Club. When I checked his reservation file, I found he had been overcharged by \$17.00, so for his additional \$11.00 I reserved Club-de-Luxe for him. While I was changing his tickets he pointed out that when he first telephoned VIA Rail to reserve his trip, he was passed through three telephone sales agents before he had his reservations handled as requested. The first agent didn't even know what a "Getaway" was, so he was passed to another who either didn't know how to reserve the trip or didn't want to: Mr. Worthen wasn't sure. Finally, with help from a supervisor, he managed to get his reservation looked after.

The more serious reason Mr. Worthen requested me to write this letter, however, is that Mr. Worthen had in his possession the November 1984 issue of "Toronto Life" magazine; there is a full page advertisement in this magazine for VIA Rail's Getaway packages, which quotes some sample prices for, amongst others, Montreal. Nowhere in this copy does it mention that the prices are based on twin occupancy. As Mr. Worthen points out, this could leave VIA Rail open to a charge of misleading advertising. Mr. Worthen would like to hear your comments on this matter.

--N. Johnston

Nov. 19, 1984

--Letter to Mr. D. Sherlock, VIA Rail:

Further to the letter of 07 Nov. 1984 from Mr. N. Johnston of the VIA Rail Travel Centre, Union Station, Toronto, attached for your information is a copy of the advertisement from VIA Rail Canada Inc. (not reproduced--Ed.) that appeared in the November 1984 issue of Toronto Life. The price stated for the VIA Rail Getaway package to Montreal is shown as \$106.50. No mention is made of this rate being "per person, double occupancy". Also attached are copies of pages 3 and 8 of the current VIA Rail Canada System Timetable, No. 235, Oct. 18, 1984. On page 8, under the heading "You're an Ambassador", it states inter alia with respect to persons aged 60 years or more: "Also 1/3 off regular dinner prices in all our meal service cars". Mr. Johnston interprets this statement to mean that this 1/3 discount applies only to dining cars where you have dinner, as on trains such as THE CANADIAN or those to the Maritimes. He says that VIA Club or VIA Club-de-Luxe do not qualify for this discount.

If this is true, then the paragraph in VIA Rail Canada Timetable No. 235 should be amended to make this distinction clear. Would you please tell me what will be done to ensure that clarification is made for the period when this timetable is in force.

--Sanborn S. Worthen

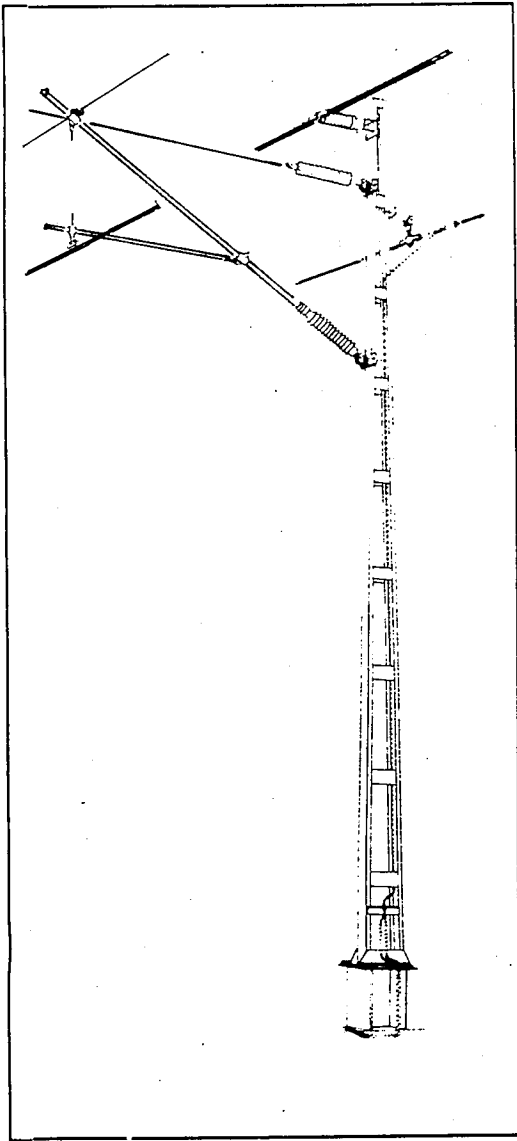
--Letter from VIA Rail Canada to Mr. S. Worthen, dated Dec. 3, 1984

Your conversation with a VIA Rail Canada ticket agent in Toronto Union Station, on Nov. 5, has been brought to my attention as the appropriate officer. This will also acknowledge receipt of your letter, dated Nov. 19. I was sorry to learn that you have experienced difficulty in obtaining information and reservations for your planned Getaway to Montreal, and I hope that you will accept my sincere apologies. All of VIA's telephone sales agents are trained in the correct procedures for providing information and booking reservations for Getaway and other packages which VIA offers, and thus it is very disappointing to discover that you were unable to obtain this information from several agents. Your comments have been brought to the attention of the officer responsible for our Telephone Sales Office and I can assure you that these procedures will be reviewed with our staff in order to prevent any future problems of the nature you experienced.

The VIA Rail Canada advertisement which appeared in the November 1984 issue of "Toronto Life" magazine did, unfortunately, omit the information that prices were quoted on a per person, double occupancy basis. This oversight has been brought to the notice of the Headquarters Department which handles our advertising program. The error has been corrected for future advertisements, and we do appreciate your having brought it to our attention.

In regard to your comment concerning the Ambassador, 1/3 discount on regular dinner prices in all of our meal service cars, I must respectfully advise that neither club deluxe nor club cars are considered to be meal service cars. These VIA-1 accommodations include a complimentary hot meal or snack tray, respectively, in the price of the club surcharge. No prices are quoted on dinner meals in either car and thus no discount is applicable. As explained by Mr. Johnston, this offer applies to dining cars on our transcontinental trains, where menus are presented outlining meal selections and prices.

--D.F. Sherlock



The drawing at left illustrates the design of the overhead pole designed by Canadian Pacific Consulting Services and used on the British Columbia Railway's 82-mile Tumbler Ridge line. CPCS, in association with Hatch Associates, a Toronto consulting engineering firm, is bidding to supply the 25,000 volts AC overhead catenary system for the 15.5 mile Pickering-Oshawa section of the GO-ALRT system, the first portion of which is under construction in the form of a test track. The design is being promoted as a slender and aesthetic one which blends with the environment (let's replace that last term with the good old word "background" which everyone understands).

--CPCS drawing



NOTES

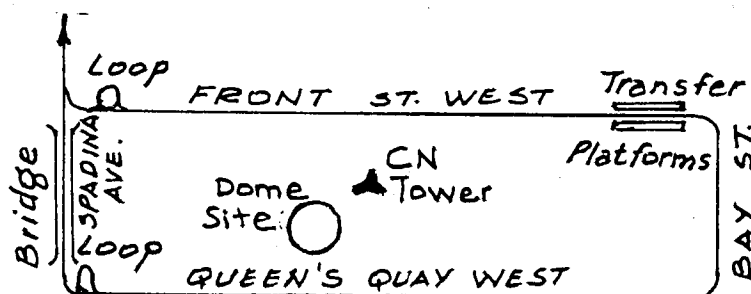
- The name of the planned Park Home Station, on the Yonge Subway Northern Extension, has been changed to North York Centre. This is the first instance of the use in Toronto of a triple worded name for a subway station.
- The transit fan/lobby group known as "Street Cars for Toronto" has taken a stand against the Harbourfront LRT line in the form in which the facility is now proposed. In speaking to the press and in a brief to the City of Toronto City Services Committee, the group has stated that the philosophy should be that of an upgraded streetcar line rather than that of a downgraded rapid transit line, an approach which, according to the group, should carry with it lower costs.

Opposed to the Union Station tunnel terminal, SC for T is urging that Harbourfront rail transit should be tied to the immediate construction of a Spadina streetcar line southerly from Spadina Station on the Bloor-Danforth Subway (the Spadina line has been consistently urged by the group for the past 13 years). Instead of reversing on an off-street downtown loop, cars would (or could) follow a U-shaped routing from a loop at or near Front and Spadina, travelling east on Front, south on Bay and west on Queen's Quay to Spadina. A transfer platform would be located in the middle of Front St. West directly over and connected to Union Subway Station. Transfers could readily be made not only to the subway but also to GO Transit trains as well as the Bay, Downtown and Church TTC surface routes. While Spadina cars would use the Front-Spadina loop for turning back from the north, the opportunity would exist for through routing Spadina and Harbourfront cars at certain times as traffic demands might dictate.

The Front St. section of the Harbourfront route is seen by the protagonists as particularly important because of the location on it of the CN Convention Centre and hotel, the CN Tower, and the proposed Canadian Broadcasting Corp. headquarters site, as well as other existing and future office development. The Street Cars for Toronto brief is also opposed to laying tracks

on the Spadina Ave. bridge over the railway yards, for purposes of shed movements, until such time as the bridge is rebuilt with effective separation between the tracks and motor traffic. Such opposition is on the basis of present traffic congestion on the bridge (a major access to and from the Gardiner Expressway) and the fact that trackage here and between Front and King Streets (without a Spadina line in operation) would inflate the cost of the TTC's Harbourfront line proposal without offering any service in this area. Once a new bridge was constructed, the group would urge that tracks be laid on it such that a large double track loop would be created (see accompanying diagram), together with considerably expanded possibilities for routing flexibility in an area where traffic patterns could vary widely on various days of the week, particularly with the domed stadium planned for construction on a site near the CN Tower. At time of writing, the brief had been referred by the City Services Committee to the Metropolitan Toronto Planning and Economic Development Committee, closer to the heart of where decisions are made on transportation matters in Toronto.

SC for T also urges that costs be slashed by the use of rehabilitated POC cars on the Spadina-Harbourfront service, rather than new ALRV's. Complete separation from motor traffic at all locations is also not seen as a prerequisite.



- Because of inability to secure a decision from Metropolitan Toronto Council and the Ontario Municipal Board on the Harbourfront LRT line by January 31, the TTC is endeavouring to obtain an extension of the deadline for an add-on to the present 52-car ALRV order. If such extension cannot be achieved, or if approval of the line cannot be secured in time to meet any new deadline, the separate order (now reported to be for 11, rather than 10, ALRV's) would require an additional expenditure of some \$400,000 over that incurred with the add-on. The extension sought by the TTC is one of six months, to July 31. As of Jan. 3, UTDC said that it had not considered the request, but did not rule out the possibility that something could be negotiated. In the meantime, developers along the line have been predictably evasive about making any financial contributions toward construction of the LRT line. The one solid commitment has been that of the federally owned Harbourfront Corporation, with respect to donation of land at the north-east corner of Spadina Ave. and Queen's Quay West for purposes of the westerly terminal loop. Metropolitan Council has not yet considered the line and will not do so until after its Economic Development and Planning Committee has considered a staff report on the facility, expected some time in February.

- The Toronto Historical Board has recommended that the CN-owned Bathurst Street Bridge in Toronto (adjacent to and south of Front St., carrying Bathurst St. and the 511-Bathurst carline over the westerly throat to the downtown railway yards) be included on the City's Inventory of Buildings and Structures of Architectural and Historical Importance. Discussions with the relevant officers of CN's Great Lakes Region have resulted in consent by the railway to the listing. The riveted steel frame overhead truss structure (750 tons, 198 feet long) was built in 1903 by Canadian Bridge Ltd. (builder's plate at North-west corner of structure) and originally carried Lake Shore Road over the Humber River. It was transported to its present location in 1916, although placed at an angle different from today's position to permit an extension of streetcar tracks from the Bathurst-Front intersection on a private right-of-way north of Fort York to the CNE grounds. In 1931 the bridge was reoriented such as to extend Bathurst St. south on its alignment as existing to the north of Front St. A 400-foot long addition was made on the south side at this time, although this portion is not included in the historical listing. With the 1931 reorientation, streetcar tracks were extended south on Bathurst St. and west on Fleet St. to join the existing alignment at Strachan Ave. and resulting in abandonment of the line north of Ft. York. The short FORT carline was inaugurated coincident with this track relocation, operating from Wolseley Loop to Fleet Loop (the route was named FLEET for a short time after its inception).

MONTREAL METRO UPDATE--A story by staffer Ingrid Peritz in the Jan. 11, 1985 edition of the Montreal Gazette confirmed that Montreal Urban Community (MUC) Metro Line 7, the 7½ mile stretch from Pie IX Station on Line 1 north along Blvd. Pie IX to Montreal Nord, would be steel-wheel-on-steel-rail, not rubber-tires-on-concrete. Completion date for the new line is estimated at 1991-1992. The Government of Quebec's Transport Minister, Guy Tardif, expected to meet with MUC officials in the week of Jan. 14 to announce government funding, according to Tardif aide Monique Prince. MUC's Transit Committee has been at odds with Quebec's Ministry of Transport over whether the line would be steel-on-steel or rubber-on-concrete (see NEWSLETTER 419, September 1984). A joint study by Quebec's MOT and the MUCTC concluded that the steel-on-steel system would cost \$423.1 million, 6% more than rubber-on-concrete. However, the associated technology is better suited to export markets because most subways worldwide are or probably will be steel-on-steel.

In the end, MUC had little choice after Tardif delivered the ultimatum that Line 7 would not be built unless it was steel-on-steel. After all, Quebec's MOT pays the entire bill for Metro

construction. The MUC bowed to the inevitable on Jan. 10. Montreal Nord Mayor Yves Ryan, Vice-Chairman of the MUC Transit Committee, which initially opposed steel-on-steel for Line 7, said after the meeting that, subsequent to a tour of the Paris Metro and Munich's and Vienna's U-Bahnen, he was convinced that their steel-on-steel systems were quieter than MUC's rubber-tired variation. Apparently Bombardier Inc. will now have an opportunity to show off its modern, heavy rail transit technology, including appropriate snow removal equipment.

--John Welsh, Omer Lavallee



Canadian Transport
Commission

Railway Transport
Committee



Collingwood - Meaford abandonment decision

ORA GIVEN SIX MONTHS TO CONCLUDE NEGOTIATIONS

The Railway Transport Committee of the Canadian Transport Commission has issued Order No. R-37433, dated Nov. 20, 1984, permitting CN to abandon, not earlier than six months from that date, the 17.59 miles of the Meaford Sub. west of Collingwood (see "CN Meaford Abandonment Submission", NEWSLETTER 407, page 14). The decision indicates that it had been the original intention of the hearing panel to issue its decision within two or three months of the date of the hearing, which occurred in Collingwood on Oct. 13, 1983. However, in deference to ongoing negotiations between Ontario Rail Association (Ontario Rail Foundation) and CN relative to the former's acquisition for operation as the Georgian Bay Railway, a steam tourist operation, the decision was delayed. The second last paragraph of the decision, however, concludes as follows: "...we have been advised that negotiations between these parties have reached an impasse, and accordingly we are of the opinion that we must proceed with our decision".

The text of the decision earlier cautions that the abandonment hearing did not have within its terms of reference an examination into the merits of the proposed Georgian Bay Ry. operation, and was confined to consideration of the CN application. The delayed action of the panel nevertheless appears to bespeak some tacit sympathy for ORA's efforts, and this is heightened by a condition of the abandonment approval which provides that "the applicant (CN) shall advise the Committee in writing of any agreements entered into with the Georgian Bay Ry. Co. for the sale, exchange, assignment, transfer, lease or otherwise of that portion of the Meaford Subdivision... should such agreement occur subsequent to the date of this Order and prior to the date specified for abandonment."

The situation now facing ORA was summarized in an article appearing in the Collingwood Enterprise-Bulletin shortly after the abandonment order was made public, from which the following extracts are taken: "The next six months will be 'do or die' for the steam train attraction proposed for the CN line between Collingwood and Meaford. Following a decision by the CTC last week to allow CN to abandon the line, the steam train enthusiasts who want to take over the tracks have six months to complete negotiations with CN and with the Provincial Board of Industrial Leadership and Development (BILD). Marv Mooney, President of the Ontario Rail Foundation, said that he anticipates "all the answers within the next 90 to 120 days...it allows us to enter into final negotiations with CN as to the ways and means of taking over the line"...Mr. Mooney is looking for Provincial funding towards the \$1.85 million cost of the project...The CTC decision notes the scheme has the support of the Ontario Ministry of Tourism and Recreation...The decision will however be held in abeyance if a moratorium on branch line closures imposed by the previous Federal administration is not lifted, according to Tom Van Dusen, a spokesman from Transport Minister Don Mazankowski's office. The moratorium was imposed to allow Ministry officials time to explore possible alternative uses for lines which the railway companies do not want to use."

With regard to the abandonment application itself, the RTC concluded that the evidence was overwhelming that the continued operation of the line for freight service was uneconomic and that the nature of the economy of the area was not such as to indicate any future possibility of increased demand for such service. It recorded CN's submission that no trains have operated west of Thornbury since November, 1982 and that the maximum permissible train speed on the entire line had been reduced from 25 mph to 20 mph because of deteriorating track conditions. Several persons and agencies, such as the Huronia Tourist Association and the Collingwood Chamber of Commerce, opposed the abandonment, some of them because of the prejudicial effect on ORA's plans that would flow from a permissive decision. One interesting submission was made by a private citizen on his own behalf, Mr. D.G. Wilton, who contended that the Canadian National Railway Co. was constituted as an agency to serve the transportation needs of Canadians, and that only a vote of the majority of Parliament would give CN the right to abandon any rail lines. He was of the opinion that, since there has never been a Parliamentary vote to change the terms and conditions of the creation of Canadian National, it had no right to apply to abandon the line. Certain of the municipalities argued that the right-of-way should remain, if abandonment was permitted, as a recreational trail. The GO NORTH Committee pointed out that the Collingwood-Thornbury portion of the line had been upgraded as recently as June, 1983 to accommodate the movement of two transformers from Pickering to Thornbury, and urged that abandonment be held off until studies with respect to winter ski trains and summer recreational trains (from Toronto presumably) had been completed. While abandonment is being

permitted, if ORA is successful in its venture trains of this nature may yet operate in the future as the price of gasoline becomes an increasingly dominant factor in the transportation picture.

--Information from Peter F. Oehm

book reviews

EDMONTON'S ELECTRIC TRANSIT

by Colin K. Hatcher and Tom Schwartzkopf

Published by Railfare Enterprises Ltd., Box 33, West Hill, Ont. M1E 4R4 \$29.95 plus \$2 for shipping

Reviewed by John A. Maclean

Members fortunate enough to own a copy of "Winnipeg's Electric Transit", issued a few years ago by this publisher, will note many similarities besides the title between that volume and the one currently under review. Size and general arrangement are the same--although Edmonton rates a few more pages than Winnipeg--and both books provide exhaustive coverage of electric transit history and operation in their respective cities. One important difference stands out, however: while the Winnipeg book was able to present the entire span of electric transit history in that city from beginning to end, such a thing is impossible for any book in the case of Edmonton, for the story of electric transit there is a continuing one, thanks to the retention of an extensive trolley coach system, supplemented by the construction in recent years of a new light rail rapid transit line which is still undergoing development.

We have here a well written and attractively produced hard cover book of 210 pages in metric size, approximately 8 3/8 by 11 5/8 inches, with coloured dust jacket, an even 200 black and white pictures, 11 colour views of streetcars, trolley coaches and rapid transit units, a dozen track maps of all three types of operation, numerous ticket and transfer reproductions and two equipment drawings. There is a bibliography, but unfortunately no index: the chronological arrangement of the chapters compensates only partially for this lack. Footnotes are in profuse supply, but happily have been confined to their proper use in indicating sources, thus making it possible to ignore them when reading the book for pleasure rather than research.

Edmonton never had horse cars, electric streetcars having become a practical proposition by the time the city had grown to a size where public transportation of a higher order than that previously provided by horse drawn omnibuses was deemed necessary. Although Edmonton's most spectacular growth has taken place since World War II, the city actually developed a surprisingly extensive street railway system when it was much smaller than it is today, only to abandon it completely in 1951 in favour of buses and trolley coaches, especially the latter. Fortunately the system resisted the urge to scrap these later in favour of an all bus system, as was done in so many other cities. Extensions were in due course made to the trackless trolley system, while in due course the first generation of trolley coaches was supplanted by a fleet of brand new vehicles incorporating the latest developments in this technology. Not content with these progressive moves, the system has now gone all the way and has restored railed electric traction in the form of a light rapid transit system, part of which is now in operation, with extensions under way. And so the story of Edmonton's electric transit is projected into the present and the future.

A short introduction is followed by 17 chapters telling the story of the city's street railway system, trolley coach network and rapid transit line, with seven appendices providing detailed rosters of all three types of equipment, including work cars, with extensive notes on modifications, liveries and other matters. Details are given on streetcar routes on specified dates, together with information on the colour coded route boards worn by Edmonton streetcars for non-English speaking citizens in addition to conventional roll signs. Elsewhere in the book we are told how the city's original system of named streets changed into the present confusing (to an Easterner, at any rate) numerical system. A chapter is naturally devoted to Edmonton's most celebrated landmark, the High Level Bridge, which formerly carried streetcars and may soon carry rapid transit trains. Another distinctive feature of Edmonton in the street railway era, described and illustrated, was the Library Car, which anticipated the function of the Bookmobiles of more recent times in taking reading matter to the residents of outlying areas.

A whole chapter is devoted to the independent and short lived Edmonton Interurban Railway, which connected the edge of the city with suburban St. Albert, then little more than a country crossroads but now a substantial city in its own right. The "interurban" line, never electrified but operated by a gasoline-electric car, unfortunately failed to share in this development, as a fire one night destroyed its carhouse and rolling stock, thus bringing this unsuccessful enterprise to an end. The line's outer trackage was torn up, but the inner portion survived to serve for many a year, being taken over by the street railway and electrified, achieving its own modest renown thanks to the fact that its outer end was the most northerly point in North America ever reached by streetcars.

It has been a pleasure to review a book which can hardly be faulted. "Edmonton's Electric Transit" not only covers an interesting system about which little has been published previously, but covers it very well indeed. Research on the part of the authors has obviously been exhaustive, the text is very readable, and Railfare Enterprises have given it their usual first class treatment. Here is a book which can be enthusiastically recommended to all street railway, trolley coach, and rapid transit fans, and also to all students of local history desiring an insight into the effect of transit operations on a city during its at first slow, and later meteoric, growth.

BANGOR AND AROOSTOOK RAILROAD: FROM POTATOES TO PULP AND PAPER by Ron Johnson

88 pages, slick paper; 8½" x 11", softbound; colour photos on front and rear covers. System and local maps.

Available from the 470 Railroad Club, P.O. Box 641, Portland, Me. 04104, U.S.A. \$9.95 U.S.

Reviewed by Sandy Worthen

We are all familiar with the cliché about good things coming in small packages. Most of the time, this statement is fatuous, but once in a while there is an exception that proves the rule. Ron Johnson's book about that down-Maine phenomenon, the Bangor and Aroostook Railroad, is such an exception. Too often the BAR has been confused with its Massachusetts cousin, the Boston and Albany, and the similarity of their reporting marks (BAR vs B&A) and the unexplained tendency of railroad writers to perpetuate this practice has done nothing to dispel this confusion.

So, we owe Ron a double vote of thanks, one for underlining the individuality of the BAR and another for recording in pictures and prose the nature of this individuality.

The Bangor and Aroostook was built to transport northern Maine's annual potato crop that once was. Who would have imagined that Maine's seaport of Searsport, BAR's window on the Atlantic, would have achieved such importance? Then, changing times brought changing emphasis from potatoes to pulp and paper and then to forest products in general, and today the BAR is busy moving raw materials to and finished products from numerous large lumber and paper mills in northern Maine. Flexibility is the BAR's watchword.

If you like pictures of early and evolved steam power and endangered diesel species like EMD BL2's, E's and F3's--and Geeps--then this book will interest you. And if you want to be refreshed by picturesque main line and unusual branch line operation, then you should have Ron Johnson's book at hand. It is a good book at an attractive price.

CANADIAN RAILWAYS IN PICTURES by Robert F. Legget

118 photographs, slick paper, 8½"x11", softbound. End paper maps are cross referenced for ease of location.

Douglas & McIntyre Limited, 1615 Venables Street, Vancouver, B.C. V5L 2H1 \$12.95

Reviewed by Sandy Worthen

Out of print for altogether too long, Dr. Robert Legget's fine collection of photographs of Canadian railways has been reissued in soft cover format by the publisher. This collection of 118 black and white photographs proved to be so popular in the original hard cover edition that Douglas and McIntyre Limited of Vancouver decided to reprint it. This provided the opportunity to make minor corrections and improvements over the first edition. The result is a good record of the days of steam locomotives--and, coincidentally the railways--in Canada.

In this second edition, as in the first, some of the photographs have not been presented previously. Many of them are presented in a large dimension for the first time. The portrayal of Sir William Cornelius Van Horne in Photograph 23 is infinitely more characteristic than his more formal portraits. We have been reminded very often of the excursions of English royalty and Canadian politicians through the ranges of the Rockies, but the royal party and their "suite" on the "front of the locomotive" at Glacier, B.C. in 1901 is something different, certainly.

Photographs of steam and electric power of the St. Clair Tunnel Company at the Sarnia, Ontario/Port Huron, Michigan interface in Photographs 48 and 49 are unusual, as is the unexplained negative reversal on the page opposite.

If experience is any teacher, then the soft cover edition of Dr. Legget's book should be no less popular than the original edition.

NORTHERN CALIFORNIA RAILROADS--THE SILVER AGE VOL. 1 by Fred Matthews

Published by Sundance Publications, 250 Broadway, Denver; Colorado 80203 224 pages

Price: \$45 U.S., including shipping Reviewed by John D. Thompson

In the decade or so after World War II ended Northern California offered the railfan an incredible variety of attractions. There were mainline limiteds of heavyweight equipment hauled by massive 4-8-2's and 4-8-4's, not to mention colourful streamliners; commuter trains; interurbans; city and suburban streetcar lines using everything from wooden cars to PCC's; the fantastic ride across the Oakland Bay Bridge in an articulated Key System train; branch line passenger trains; narrow gauge operation; and everything imaginable in steam from 0-6-0's to SP's famous cab forward articulateds.

It was a great time and place to be a railfan, and UCRS member Fred Matthews, a Bay Area native and presently a Toronto resident, was lucky enough to be there with his cameras. Now, the best of his work, plus some of his father, brother and other photographers, has been published in this new book. "Northern California Railroads--The Silver Age" is more than just a picture book, though. Each of the five chapters features an extensive descriptive prologue to set the stage for the subjects being covered photographically. The divisions include: The Old Order Crumbling, 1945-1948; Indian Summer of the Standard Passenger Train; Boxcars to the Horizon: The Great Valley and its Approaches; Across the Mountain Barrier; Steam in the Desert.

As the chapter headings suggest, Fred's book records the drama of railroading and traction as it was (and is) played on the fantastically varied geographic stage of Northern California, with ventures into Southern Oregon and Western Nevada. The settings range from the desert wastelands traversed by SP's famous Keelers-Law narrow gauge, to the rugged beauty of WP's

famous Feather River Canyon Route, to the tree covered mountains of the Oregon border country. Traction-wise, the backgrounds extend from the bay windowed frame buildings of San Francisco to the fertile rolling hills of the Napa Valley area where the Sacramento Northern's steeple cab electrics plied their way.

Fred made imaginative use of his cameras to show how the locomotives, trains, streetcars and interurbans blended into these settings, stressing what Trains Editor David Morgan once described as "the total railroad scene". Thus, in addition to traditional 3/4 views, we also have platform scenes at stations, overhead views, roundhouse interiors, turntable shots, station pictures, night shots, yard scenes, etc. Some 20 or so of the scenes are in colour, including such rare items as Oakland streetcars, which ran their last miles in 1948.

Most of the photos, both black and white and colour, are reproduced full page size. This, combined with the book's rectangular format, does full justice to traditionally elongated train views. The captions are frequently extensive and always quite informative. For example, in a shot of an SP narrow gauge train crossing a bridge, Fred writes: "Eastbound between Zurich and Aberden, the newest of the Southern Pacific's three-foot engines veers away from the original line onto the relocation forced by the construction of the Tinemaha Reservoir and aqueduct to Los Angeles. The relocation added two bridges across the Owens River which became favourites of photographers".

There are contrasts in the book, too: a heavyweight Exposition Flyer on the WP in 1948 with a brand new California Zephyr stainless steel dome car looking out of place in the middle of the train; a massive SP standard gauge 2-10-2 beside a diminutive narrow gauge 4-6-0.

Photo reproduction is quite good for the colour; good to adequate to mediocre for the black and white. Sundance Publications seems to suffer from a shortcoming that is all too common in railroad books: over-inking of dark areas in photos. Those portions of pictures which are in shadow, or simply dark for other reasons, tend to be muddy. In railroad book printing, this is where one separates the men from the boys: top notch printers can often work on problem photos to bring them up to an acceptable standard; unfortunately, this was not done here. However, overall, enough of the photos are sufficiently well reproduced, and their subject matter sufficiently interesting, as to make purchase worthwhile.

In summary, an attractive, informative, nostalgic look at a vanished era of railroading and traction in one of the most fascinating areas of North America.

CONRAIL

CANADA SOUTHERN IN LIMBO by Mike Lindsay

According to the London Free Press, the fate of the Canada Southern-Conrail Canadian Division will be in limbo for a few more months while the government studies two appeals against its proposed sale to CN Rail and CP Rail. Lawyers for Erie Express Ltd. and Trans-Ontario Rail are appealing a recommendation by the Canadian Transport Commission that the sale to CN and CP be allowed. CN and CP have offered \$32 million (Canadian) to Conrail for all of its Southern Ontario properties. The agreement, reached in April 1983, was to have been concluded by Dec. 31, 1984, but the agreement allows completion while the government studies the appeals. Transport Minister Don Mazankowski has said that he wants time to study the appeals to see what merit there would be in designating either Erie or Trans-Ontario as the preferred buyer. Regardless, Conrail has said that it wants to sell only to the CN-CP consortium. CN still needs approval from the Treasury Board (which approves Federal spending) for its \$16 million share of the deal and resolution of the appeals before it can complete the sale. Under a provision in its charter, CP Rail needs a special Cabinet order to approve its participation. It is not known how long it will take Mazankowski to complete the review and make recommendations to the Cabinet. However, at least one Federal department, Consumer and Corporate Affairs, favours selling the line to Erie Express or Trans-Ontario to increase competition in Southern Ontario. Trans-Ontario is 50% owned by the Stroh family interests in Detroit and the remainder by two Canadian investment firms. Erie Express is 80% owned by Keewhit Investments of Toronto.

ALASKA RAILROAD SOLD by Mike Lindsay

Saturday, January 5th saw ownership of the 530 mile Alaska Railroad transferred from the U.S. Federal Government to the State of Alaska. To mark the event, Governor Bill Sheffield and Federal Railroad Administrator John Riley exchanged a \$22.3 million cheque and a symbolic gold key at the Civic Centre in Nenana, Alaska. Besides the gold key, the 49th State acquired 5,000 freight cars, 52 passenger cars, 57 locomotives, and more than 500 employees. The state bought the railroad because the Federal Government wanted to shut it down due to declining profits. The state, however, still considers the railroad vital to Alaska's transportation system and local economies. Although state highways have been greatly improved, the railroad remains a lifeline to remote areas. Some villages rely on the weekly passenger runs as their only links to the outside. Though the railroad was started as a service to homesteaders, officials say the business has become more dependent on tourists and freight. Passenger service accounts for only 20% of the railroad's business; the rest, naturally, is freight. The line is the main mover of gravel from pits near Palmer to Anchorage, and oil equipment from the seaside ports to Fairbanks. For 25 years, there has been talk of expanding the rail system into the wilderness, to provide a link to the lower 48 states, via Canadian connections. Although there are no immediate plans, the Governor would like to pour \$40 million into the line over the next 10 years.

The railroad has many interesting units on its roster: F7's, MRS-1's, GP-49's, GP-30's and even two ex-Amtrak E9A's. The railroad was previously famous for its Alco RSD-1's which were rebuilt to cab style units in the early 1950's.

WHAT A GREAT WAY TO RUN A RAILROAD!

By John A. Fleck

The time came again for my semi-annual trip to Florida. This time I drove south in my father's car and returned home the best way, on Amtrak. It was obvious that Amtrak is running a pretty tight ship (train) as the following experiences will show.

The SILVER METEOR left Tampa right on time at 11:53 a.m. on Wednesday, Nov. 7, 1984. I rode very comfortably in an Amfleet II coach with leg rests for about 1½ hours to Auburndale, where the Miami section was ready and waiting for us with my slumbercoach to Washington, D.C. Before reaching Lakeland we passed the north-west bound SILVER PALM running almost ½ hour late from Miami to Tampa. The two switching points in Florida for the two New York City-Florida trains (SILVER STAR and SILVER METEOR) were reversed effective on April 29, 1984 with the STAR now being switched in Jacksonville. The METEOR's switching is more complicated, as both of its sections carry baggage cars. In my northbound direction, the Miami F40 was detached to join the Tampa F40 and baggage car. Then the three units picked up the complete Miami section and finally the Tampa section was attached. Fortunately the previous heat wave in Florida had ended, as the head end power was shut off for about 20 minutes during the switching, otherwise it would have become very hot in the train.

We then headed east and then north through Florida, soon going into the hole for the south-bound METEOR at Haines City (on time) and arriving early in Orlando. At Sanford I saw what was left of two Union Pacific dome cars which once ran in their CITY OF LOS ANGELES trains, and then Amtrak's Auto Train on the right side with a dome car and two General Electric P30's as well as coaches, diners, lounges and auto freight cars. It was due to leave exactly 1½ hours after I saw it. As always, I enjoyed my upper single slumbercoach room while roaring along at 80 mph! Upon our early arrival in Jacksonville, I read a notice in the station saying that the SILVER PALM's last run was to be Nov. 25; however, there appears to be a strong movement to save it.

After leaving Savannah, Georgia, I had an enjoyable ½ chicken in the diner for just \$8 for the complete dinner. This was after the three regular dinner sittings. Then I hit the sack, looking forward to arriving in the Northeast Corridor the next morning. We arrived early in Richmond, Virginia, and at 6:19 a.m. I saw the tall and familiar George Washington Masonic National Memorial come into view at Alexandria, Virginia. The Washington arrival was five minutes early at 6:40 a.m. and I got off to explore many new developments here. The SILVER METEOR went on to New York City behind an E60 electric locomotive, now used by Amtrak only for it and for some New York City-Philadelphia "Clockers", as they are restricted to 85 mph.

On Aug. 25, 1984, the Washington Metro extended its Red Line from Van Ness/UDC to Grosvenor, 11 miles farther out and north of the Beltway Highway in Montgomery County, Maryland. I boarded a Red Line train at Union Station and rode right out to Grosvenor. Soon after the Medical Center stop, the line surfaces and runs on an elevated right-of-way above the Rockville Pike for about two miles and then enters the Grosvenor station in a cutting. Tunnel entrances are at the north end of the platform and the line was scheduled to open to its final terminal at Shady Grove in December, 1984. I saw the Rockville and Shady Grove stations in October, 1983 from the dome of the CAPITOL LIMITED, as the main Metropolitan Division of the B&O runs beside the Metro line. Farther south, the B&O runs beside the other end of the Red Line from Silver Spring right into the throat tracks of Union Station. The Grosvenor station is in a very hilly and pleasant area with luxury apartment and townhouse developments.

After returning to Washington I paid my third annual visit to the Federal Railway Administration of the Department of Transportation to pick up the 1983 Report on the Northeast Corridor Improvement Project. I already have those for 1981 and 1982. Their offices are in L'Enfant Plaza. The Old Post Office, across from the Federal Triangle station on the Metro Blue and Orange Lines, was almost torn down, but it was saved and modified into a shopping pavilion. It is somewhat similar to Toronto's Old City Hall and has an atrium nine floors high with a glass elevator and then a tower with a 12th floor public observation deck reached by a second elevator. It gives great views of the Mall, Washington Monument and the famous Pennsylvania Avenue leading to the Capitol.

The New Carrollton Station was opened on Oct. 30, 1983 to replace the shabby Capital Beltway Station about a mile farther north. The new station is right beside the Orange Line Metro Station of the same name and has an island platform with gauntlet tracks on the northbound

side only. All passenger trains using the northbound track run on the main rails beside the platform and freights use the gauntlet rails away from the platform or a third track east of the passenger tracks. The new facilities are very modern, clean and spacious. The direction signs are red and white. There are even escalators to the platform, one of many improvements over the old Capital Beltway Station.

The ride on the Metro Orange Line to New Carrollton is most interesting as it is above ground from north of the Stadium-Armory Station to New Carrollton, runs beside the ex-Pennsy freight by-pass around Union Station and then rises up onto a bridge as the freight line passes underneath to join the Amtrak main line from Union Station south of the Landover Interlocking. As I approached New Carrollton, I saw THE BANKERS leaving a little early from Springfield to Washington and the combined COLONIAL (from Newport News, Virginia to Boston via the Shore Line) and BAY STATE (from Washington to Boston via the Inland Route, and newly inaugurated just 11 days before) approaching New Carrollton on time.

I returned to Union Station to board the 3 p.m. EXPRESS METROLINER to New York City. While waiting, I saw our own single level GO Transit cars, now being used by MARC (Maryland Rail Commuter Service) on the Washington-Brunswick line over the B&O Metropolitan Division. (The rebuilt ex-Pennsy and N&W coaches, originally built as sleepers by Budd in 1949-50) were moved over to MARC's Washington-Baltimore route on Amtrak's ex-Pennsy tracks to replace the Jersey Arrow III's which were recalled by New Jersey Transit to operate on the long awaited re-electrification of the former Delaware, Lackawanna and Western lines out of Hoboken Terminal from 3,000 volts D.C. to 25,000 volts A.C.; they are now operating out of Hoboken to Dover, Gladstone and Montclair. I also saw a flat end observation car named American Zephyr, built by Budd in 1940 for the Atlantic Coast Line R.R. They are both available for weekend charter trips to New York City from Washington.

My EXPRESS METROLINER left on time, and, as it pulled out, I saw an Amtrak (ex-Washington Terminal) RS-1 attaching through coaches onto the southbound SILVER STAR (due to leave at 3:05 p.m.) from THE CAPITOL LIMITED from Chicago. This through coach service was also begun just 11 days earlier. After passing under New York Ave., our AEM-7 (hereinafter referred to as "Meatball") did what it does best: whipped the train up to its top speed of 120 mph in a flash! In eight minutes we passed New Carrollton, nine miles out. Just 20 days earlier, the last two public level crossings between Washington and Baltimore were closed and the speed limits raised from 80 to 110 mph at their locations. Our METROLINER covered the 40 miles to Baltimore in 30 minutes flat, averaging 80 mph, including a lengthy slow approach through the Baltimore and Potomac Tunnels.

Another wide open run brought us into the handsome Wilmington station which was re-dedicated on June 8, 1984 after a \$10.4 million renovation by Amtrak. It was originally built in 1905. Passing the Wilmington Shops soon after, I saw some Santa Fe engines which Amtrak received for 18 SDP40F's, many of which I saw stored at Amtrak's new Miami station just 13 months before. The Santa Fe CF7's and SSB1200's will replace some Amtrak SWL's and RS units. Track improvements south of 30th Street Station in Philadelphia make possible a very fast approach into the station. We then covered the 80 miles to Newark in 55 minutes for an average speed of 87 mph. Alas, we Canadians can only dream about such routine speeds as 120 mph. In my club car I was served a complimentary Chicken Kiev dinner which was very good. We arrived Penn Station, New York City at 5:48 p.m., one minute early. I then hauled my luggage onto the 6:13 p.m. express train (non-stop through Jamaica) to Baldwin on the busy Babylon Branch of the Long Island R.R.

The next day, Nov. 9, was a typically busy day for me in New York City. I took the 7:04 a.m. express train to Penn Station, which arrived on the nose at 7:41 a.m., then I rode the IRT subway first to Times Square and then on the No. 7 dark red "Silver Fox" train on the Flushing Line to Main St. From Hunter's Point Ave. on in Queens until just outside Main Street station, the line is elevated and, as it has a maximum of three tracks, express trains operate west in the morning and east in the evening rush hours. The St. Louis built cars were rebuilt with air conditioning and they look and operate like brand new, with no graffiti whatsoever. The Queensboro Plaza Station is elevated with two levels: eastbound on the upper and westbound on the lower. Across each platform is the BMT "R" train, running from Manhattan to the Astoria section of Queens where it runs under the Hell Gate Bridge which forms a dramatic part of Amtrak's main line from New York City to Boston. The eastbound "R" train enters the station after a long steep climb from a tunnel under the East River immediately beside the Queensboro Bridge. The bridge itself was intended to carry subway trains, as the Williamsburg and Manhattan Bridges do, but design faults made it necessary to dig the tunnel instead. My train then crossed the Amtrak/LIRR main lines near Harold Tower and the famous Sunnyside Coach Yard, which is to have a \$34 million modernization. Later it crossed the six track LIRR line at Woodside (two to Port Washington and four to Jamaica) where many LIRR trains stop. After crossing the Grand Central Parkway, we passed by the south side of Shea Stadium, home of the New York Mets baseball team, crossed the Van Wyck Expressway and went underground into the Main Street terminal.

My train then became a westbound express to Manhattan. West of Shea Stadium it climbed up above the local tracks and a local station, even though the whole structure is already elevated above street level. Then we came back down to the same level and raced beside westbound local trains until they had to slow down and stop at local stations. This is one great feature of the New York City subway system. The famous "A" train on the IND 8th Avenue Line passes seven local stations in a row while running from 59th to 125th Streets. I got off at Grand Central Terminal to meet a fellow UCRS member, Howard Dash, in Tower "A" at GCT. I phoned him first and he told me to walk to the north end of the platform between tracks 23 and 24 where he met me and led me along a wooden walkway across tracks and third rails, up a stairway and along a long hallway to a large room with a huge General Railway Signal machine with 360 levers which are pushed or pulled to set the switches, double slips and signals. The track diagram for Tower "F", which controls the loop tracks from the lower level, has been moved into this room. Howard sits at a

desk at the north end of this room. During my one hour visit Amtrak No. 78, the BEAR MOUNTAIN Turboliner, came in from Schenectady and he noticed that the front unit was still running on turbo rather than straight electric power from the third rail. The rear unit was O.K. Many of the original dwarf disc signals with a small home type semaphore signal attached have been replaced with two-light signals showing red or yellow only, as the rotating disc signals did. No green signals are displayed until the beginning of the four-track Park Avenue Tunnel. Many thanks, Howard, for a most interesting visit!

I then took the shuttle to Times Square and the BMT "R" train south to 28th Street and Broadway to visit Mr. Arnold Joseph in Room 1004, 1140 Broadway, New York 10001, near West 26th St. He has a huge room full of all types of railroadiana, including piles of past UCRS Newsletters, which he asked me to mention. I bought a Dec. 1957 Official Guide and three books, including a 165-page book in full colour called "New York Central System--Gone But Not Forgotten". It is a great book for all NYC fans. From West 23rd Street I took the same subway train to the World Trade Center and then PATH (now 75¢) to Hoboken to try out the previously mentioned re-electrified Lackawanna lines.

After 53 years of service, the classic old EMU's were retired in a big celebration on Aug. 11, 1984. A reduced service with diesel push-pull trains was operated until Sept. 16 when the new service with Jersey Arrow III's began. I rode the 1:50 p.m. train to Dover, 39 miles out, and the same equipment became the 3:26 p.m. return trip. After clearing the mile-long Bergen Hill Tunnels, we crossed over what was the Erie Railroad's main line into its own Terminal prior to its merger with the Delaware, Lackawanna and Western R.R. on Oct. 1, 1960. Then we passed through West End Interlocking which was recently re-signalled. It has 50 switches, including double slips and 100 signals, and handles over 120 rush hour trains. After crossing the Jersey Meadows, from which I saw an Amtrak train and then Jersey Arrows heading for New York City, we made our first stop at the old elevated Broad Street Station in Newark, then ran express to Summit where the rear cars were detached for their run to Gladstone. We ran through many very pleasant and well established neighbourhoods in scenic hilly country. At Denville, the Boonton non-electrified line, which separated from the main Morris & Essex line at West End Interlocking, rejoined our line just west of the station.

During the return trip I sat on the south side; we passed a lake, then saw the towers of Manhattan from a hill over 30 miles away. We crossed the Passaic River in Newark and I could see the towers of the lift bridges carrying the six tracks of Amtrak and PATH into Newark's Penn Station about a mile south of us. The Lackawanna line then runs close and parallel to Amtrak's ex-Pennsy line before going under it. It was a very interesting ride, especially since I had not been west of Newark's Broad Street Station before. By making transfers at Pavonia and Journal Square, I rode three PATH trains from Hoboken to Newark. Before Newark, the westbound PATH train runs between the main Amtrak and Lackawanna electrified lines. As the PATH trains have front windows like subway trains, one can see lots of action on both sides in this area! I rode the 5:17 p.m. JERSEY ARROW from Newark to Penn Station, New York City. Fortunately the inside front doors of these cars do not have blinds, unlike RDC's, so I stood and watched the track and signals as we raced across the Meadows, dove into the Hudson River Tunnels, and then entered Penn Station. As the eastbound track is in line with Track 11 in the station, we swung right onto a ladder track, went through several double slips and then pulled into Track 2. Tracks 1 to 4 are stub end tracks used exclusively by New Jersey Transit trains, as they have no connection to the four East River Tunnels to Queens, Long Island and beyond. (At one time, a 5th and 6th East River Tunnels were planned which would have connected into these tracks). The 5:45 p.m. LIRR express returned me to Baldwin.

Saturday, November 10th proved to be an even more exciting day for me as I went to Philadelphia to ride a Blueliner special chartered by the Philadelphia Chapter of the NRHS. I took the 6:22 a.m. train from Baldwin to New York City and then went to the automatic arrival board to check on THE MONTREALER, which was posted 30 minutes late on Track 13. The board is located on the arrivals level, one floor above the platforms and one floor below the departures level. Each level has its own direct stairs to the platforms. I then took advantage of one of Penn Station's secrets by descending to Track 13 from the lower arrivals level, watching the train come in 27 minutes late at 7:13 a.m., and boarding it ahead of the mob waiting at the gate on the departures level! Only the dining car was Amfleet; everything else was Heritage cars pulled by Meatballs. After more cars were added, we pulled out 10 minutes late at 7:40 a.m. and stopped at 30th Street in Philadelphia one minute late at 9:02 a.m. after making stops at Newark, Metropark and Trenton. We covered 90 miles in 82 minutes for an average speed of 66 mph including the three stops.

I went to the upper level and soon caught a Silverliner into the downtown Suburban Station, just across Kennedy Blvd. from the Philadelphia Center Hotel where I picked up my ticket and met fellow Philly Chapter, NRHS members. Soon two SEPTA GM RTS-2 buses pulled up, and right on time at 10 a.m. we headed west on Kennedy to the Schuylkill Expressway 1-76 West to the Wayne Junction area where we drove down a hill into the new Roberts Yard to board three handsome SEPTA Blueliners. Just as I was boarding, I met Tony Sassa who previously took me on two great tours of the Philadelphia area (see my articles in the March and December 1984 issues of the NEWSLETTER). Everyone had a window seat; the windows open and each seat has its own window. Not only that, the seat backs flip over--a very useful feature for the reversals during our trip.

We left the yard and waited for an inbound SILVERLINER to pass before entering the main line at the new Hunt Interlocking, where we reversed and headed for West Trenton over the route of the Reading CRUSADER, the equipment of which was sold to Canadian National in the 1960s. (I rode it from Montreal to Quebec City in May, 1970). On the way we saw an Amtrak track laying machine at work on the southbound track. We crossed the Delaware River and many of us got off at West

Trenton while our train crossed over to the other track. Then it was inbound as far as Jenkinson where we reversed to run to Lansdale for our lunch stop. Our engineer was really lifting the Blueliners along, exceeding 60 mph. While walking to McDonald's for lunch along Main St., we noticed that Henning's Scale Model Shop was open and we stopped in on the way back. It has several operating train layouts and lots of railroad material for sale. I should mention that, near West Trenton, we saw a diesel, no. 401, with a large "M" on the front and "McHugh Bros." on the side.

The Philly Chapter members are a well disciplined group and we left Lansdale just two minutes late to head into the 16th St. Junction to reverse for our run to Norristown. Near Wayne Junction we saw the one and only Conrail Executive Train running beside us on a depressed track. It is painted a deep Pullman green and is detailed in the January 1984 Trains in an article called "The Executive E". At 16th Street we passed under the Amtrak main line at the North Philadelphia Station. Here, in a complex junction with multiple track and double slips, we reversed for Norristown. Most of us got off at DeKalb Street while the train went ahead to Elm Street to reverse as the Philadelphia and Western Norristown High Speed Line passes overhead on a long single track bridge across the Schuylkill River and on to 69th Street. While waiting, we saw a 1924 Strafford car and two separate Brill Bullet cars--one in the new SEPTA colours and the other with the earlier orange livery. On our way to Norristown we had a photo stop at Wissahickon.

Then came the climax of our trip. We headed for downtown Philly to enter the brand new \$325 million City Center Commuter Connecting Tunnel which opened that same day. That is why we left in the morning from the Roberts Yard rather than downtown. At Spring Garden we swung left, away from the disconnected tracks into the 91-year old Reading Terminal which saw its last departure at 7:50 p.m. on Tuesday, Nov. 6, 1984--a Philly Chapter special. I have a copy of the Train Order for this last departure. We soon entered the four-track, two-mile tunnel and passed through the very bright, colourful and handsome new Market East Station which, although underground, receives daylight from above and has inside passageways to several stores. It is almost under the front of the old Reading Terminal. Then we stopped in Suburban Station which is much brighter now as the platforms were extended eastwards as part of the tunnel project with new lighting installed. The new tunnel will be used by all SEPTA commuter trains, as follows:

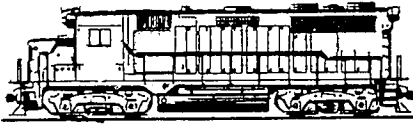
<u>Route and Colour</u>	<u>Pennsy Side</u>	<u>Reading Side</u>
R1 Yellow	30th Street	West Trenton
R2 Maroon	Marcus Hook	Warminster
R3 Orange	West Chester	North Broad Street
R5 Blue	Paoli	Lansdale
R6 Green	Ivy Ridge	Norristown
R7 Red	Trenton	Chestnut Hill East
R8 Brown	Chestnut Hill West	Fox Chase

R4 is held for future use; R1 will be extended on the Pennsy side to the Airport, hopefully by April, and R6 is up for discontinuance at both ends. Temporarily some West Trenton trains will run through to West Chester and back for a total distance one way of 60.4 miles. These trains will carry R3 and R1 signs respectively.

Then on to 30th Street where the three 1931 Bethlehem built cars dropped me at 3:53 p.m.--20 minutes early. It was a well run and thrilling trip! The CONNECTICUT YANKEE left Philly 10 minutes late at 4:31 p.m. and delivered me in New York City one minute late at 5:46 p.m., enabling me to catch the 6 p.m. train to Baldwin. On Nov. 11 I sadly boarded the MAPLE LEAF for my return trip to Toronto from Grand Central Terminal and we kept good time all the way to arriving in Niagara Falls, Ont. at 5:30 p.m. Then I wondered if VIA would continue the good job that Amtrak had started. We left one minute late at 6:16 p.m., stopped briefly at Clifton to pick up train orders (where CN 4-8-2 6060 began its side trips to Yager from Niagara Falls), were delayed at St. Catharines (spelled St. Catherines on the notice board in GCT!) by VIA No. 642 during its stop, and encountered a slow order west of Grimsby. Upon leaving Hamilton I was surprised to see two bi-level GO trains coming in on a Sunday night, but then realized that the Canadian Football League Eastern Final was played that day. As we stopped in Union Station I looked at my Seiko watch, which read 8:09:45 p.m. We made it on time to climax a dynamite trip, even though the arrival at 8:10 p.m. was made a full 20 minutes earlier just two weeks before despite the same departure time from GCT!

In closing, I would mention that I was also in New York City during our Civic Holiday Weekend (not a U.S. holiday) and rode a brand new air conditioned Kawasaki train on the IRT Lexington Avenue Express Line from Grand Central to Brooklyn Bridge. The cars are stainless steel outside with stainless steel and painted panels inside. The roofs have ribs like the Budd cars. It was very hot there and the air conditioning works very well, as it does on the rebuilt dark red St. Louis cars on the IRT No. 7--Flushing Line. I attempted to reach Brewster North on the same 7:46 a.m. train that I took in May, 1984 (see December, 1984 NEWSLETTER) and this time I reached Brewster. Maybe next April I will finally make it to Brewster North! They were running M-1a's that day instead of the new M-3's. Also, I saw the northbound SILVER METEOR at Linden, N.J. (where my very fortunate friend El Simon lives) with a handsome business car on the end named "Independence", in PRR colours and owned by American Coal Enterprises. I went to California for Christmas and New Year's with plans to ride the COAST STARLIGHT Superliner train from Oakland to L.A. on the Southern Pacific route and L.A. to San Diego on the Santa Fe route, as well as San Francisco's BART, SFMR LRV's on the J,K,L,M, and N routes, the cable cars, the SP commuter trains to San Jose, and the San Diego Trolley.

MOTIVE POWER



and car equipment

MOTIVE POWER NEWS by Bruce Chapman



Deliveries--6060, 6061 were delivered on Dec. 20, 1984; 6056, 6057 left GMD Dec. 18; 6058, 6059 on Dec. 19; 5878 and 6055 were turned over to the railway on Dec. 15; 5877 and 5879, Dec. 14; 5875, 5876 left GMD Dec. 5; 5871-74 on Nov. 30, 5869-70 Nov. 27.

In Storage (Unserviceable) B&O 3710 was in Toronto as of Dec. 12; 6596 was at Winnipeg as of Dec. 20, needing frame repairs; 7037 was at Winnipeg.

Returned to U.S.--B&O 3710 on Dec. 15, B&O 3730 on Dec. 13.

Rebuildings: 1250, formerly 8170, outshopped Weston Dec. 10; 1249, ex-8168, left Weston Nov. 15; 1826, ex-8787, left Angus Nov. 23; 1586, ex-8501, left Ogden Nov. 26; 8104 to 1213, outshopped Nov. 2; 5702-5715 have had Robot I equipment installed; Robot II equipment is in 5800-5814 (Masters) and in 5758-5772 (Robots); and 8418 was rebuilt to 1511, after fire damage at Cranbrook, B.C.

Retirements--The following yard engines were approved for retirement on Nov. 23: 6501, 6521, 6571, 6573, 7019, 7039, 7040, 7106, 7117.



Rebuilds--8608 to 8704, outshopped Moncton Oct. 5, and assigned to Montreal; 8609 to 8705, 8514 to 8706, both at Moncton; 4458 to 4034; 4461 to 4035; 4463 to 4036; 4322 to 4115.

Retirements--4341, 4326, 4249, 4147, 4322, 4131 (all rebuilds).

Transfers--GMD-1's 1900, 1901 from Neebing Yard, Thunder Bay, to Symington Yard, Winnipeg. They are no longer sent to Montreal in the winter to provide steam heat capacity for CN's St. Hyacinthe commuter train; a 3100 class MLW unit with steam generator car is now used in this service.

Rebuildings--6515 to 6307; 6521 to 6308; 6528 to 6309; 6532 to 6310; 6529 to 6311; 6523 to 6312; 6526 to 6313; 6527 to 6314.

Retirements--E8 1899, ex-CPR 1802, was completely dismantled as of Nov. 26.

Miscellaneous--Asbestos Corp. at Thetford Mines, Que., has sold their GE 65-ton unit to Richardson Terminals, Thunder Bay. It was moved out there by truck in three days.

--CP 7098, owned by A.A. Merrilees Ltd. (a railway equipment dealer) has been leased to Union Carbide, at Montreal East. Meanwhile, mate 7098, formerly owned by Sidbec Dosco, Contrecoeur, Que., has been sold to the Potash Corp. of Saskatchewan at Sylvie, Sask. This company has renumbered the unit as PCS 35071.

--CN has regearred 30 GP40-2L's to 80 mph for use on the Chicago extension of the Montreal-Toronto LASER TOFC trains; the units involved are 9401, 9402, 9404, 9405, 9407-13, 9415, 9416, 9420, 9422, 9430-9434, 9437-9439, 9441-9443, and 9445-9448.

--Roundup of the remaining active class GR-17h GP9's on CN in Southwestern Ontario: 4502, 4504, 4505, 4506, 4510, 4518, 4520, 4523, 4524, 4528, 4529, 4530, 4532, 4533, 4534, 4536, 4537. These 17 units are the residue of a group of 37 (4502-4538) which have worked in the area for almost 30 years. Odd features are: 4506--blanked-in dynamic brake blisters. 4523, 4524--GP7 hoods (from 4822 and 4823 respectively) and no blisters. 4528--solid pilot. 4529--(may still have) red cab with black body and CN logo (no stripes). 4530--snow shields. 4536--body stripes applied the "wrong" way.

--Above two items from Tempo Jr.

GO EQUIPMENT USED IN VIA SERVICE--CHRISTMAS 1984 PERIOD by Mike Lindsay

Trains 71/76, Dec. 21, 26, 27, 28, 31, Jan. 2. (71 lv. Toronto 0900; 76 lv. Windsor 1445)
Trains 73/78, Jan. 1 (73 lv. Toronto 1230; 78 lv. Windsor 1810).
Trains 661/666, 665/670: Dec. 20, 21, 27, 28. (661 lv. Toronto 0725; 665 lv. Toronto 1630; 666 lv. London 1230; 670 lv. London 2030).

--The GO Transit commuter cars leased to Maryland Dept. of Transportation were first used in trains by themselves, but the trip from Brunswick is a bit too long to go without access to a washroom, so there is now at least one train coach with restroom in each consist.

--Charles Lietwiler

AMTRAK INTO MAINE?--Thomas Crikelair, manager of a Maine bus operation (Downeast Transportation Inc.) and a former Assistant Director of the National Association of Railroad Passengers, has urged a State committee to institute a market study into the revival of passenger service in Maine (separate and apart from the ATLANTIC LIMITED). The former NARP officer wants the Governor's Rail Advisory Committee to examine the possibility of Maine-bound cars being added to Amtrak's MONTREALER, with the cars being set off at Springfield, Mass. for separate haulage to Portland, Waterville and Bangor. This would involve 5:30 p.m. and 8:50 p.m. departures from Washington and New York City respectively and arrivals at the three aforementioned Maine cities at 8 a.m., 10 a.m. and 11:15 a.m. respectively. The reverse service would leave Bangor at 5:30 p.m., Waterville at 6:45 p.m. and Portland at 8:45 p.m. respectively, arriving in New York City at

7:30 a.m. and Washington at 11:10 a.m. Mr. Crikelair thinks that the Boston-Portland corridor is reasonably well served by medium haul buses, thus the by-passing of Boston by the train service would not be inappropriate. He sees his proposal for a Maine passenger train service as one which could develop a considerable volume of tourist traffic, to the benefit of the state. Section 403 (B) of the Rail Passenger Service Act permits Amtrak to share the cost of train services beyond its basic system with state or local agencies provided the latter agree to pay 45% of the short term avoidable loss during the first year of operation and 65% each year thereafter; the agency must also provide 50% of any capital costs such as track and station improvements and a monthly charge for the use of Amtrak's equipment.

--Information from the Bangor Daily News via Sandy Worthen

Short Hauls

by Bruce Chapman

--ONR is holding up action on a proposal to build an intermodal passenger terminal for trains and buses in North Bay, Ont. The land required is held by CP subsidiary Marathon Realty. (Editor's Note: ONR trains presently operate into the CNR station in this city, while VIA's Ottawa-Sudbury RDC uses the CPR station, located about a mile away. The latter facility is much closer to the business district of North Bay).

--CN has been authorized by the CTC to abandon the Monk Subdivision in Quebec, between Pelletier, MP 68.23, to Ste. Claire de Dorchester, MP 128. Construction of this line was begun in 1903 and completed in 1915 by the National Transcontinental Railway.

--CN has approval to abandon the Richibucto Sub. in New Brunswick, between Kent Junction, MP 9 and Richibucto, MP 26.5. It opened Dec. 1, 1883 as the Northern Railway Co., then was taken over by the Kent Northern Ry. on May 9, 1903; CN purchased the line in 1929.

--CN has also been allowed to abandon the 15.18 mile Madoc Spur in Ontario, between Campbellford Junction, MP 12.02 of the Campbellford Sub., and Madoc. It had been closed to traffic since January, 1980, and CN had paid to have loads trucked to or from team tracks at Foxboro or Belleville. The 1982 loss was \$86,071. The line was opened originally from Madoc Junction to Madoc (14.9 miles) as the Belleville and North Hastings Ry. in 1879. On July 29, 1880 the B&NH amalgamated with the Grand Junction Ry. Co. then during 1881 it and five other lines were combined to form the Midland Railway of Canada. An extension was constructed from Madoc northerly to Eldorado in 1887, but lack of traffic forced closure of this extension about two years later. The Midland continued in operation until April 1, 1893, when its assets were transferred to the Grand Trunk Railway of Canada.

CN CONSTRUCTION PROJECTS--During 1984 CN carried out a \$16.8 million rehabilitation program on the Sprague, Fort Frances and Kashabowie Subdivisions, constituting the southerly route between Thunder Bay and Winnipeg, accomplished despite the passage of heavy grain traffic. 133,500 track ties were installed, some 63,000 cubic yards of crushed rock ballast was laid, and 13.7 miles of new 115 lb. and 135 lb. rail was installed on curves on the Kashabowie and Fort Frances Subs.; grade stabilization and drainage work was also carried out on these sections. \$1 million worth of concrete ties are still to be installed on the Kashabowie Sub. and siding capacity is to be increased at Anita and Hematite. 1.74 miles of new track was installed in Fort Frances yard and another 2.67 miles at Thunder Bay terminal, both installations being for the purpose of increasing grain handling capacity. A new spur line was installed at Marmion Lake, while a 1500-foot siding extension was made at Nairn. New steel bridges were constructed at eight locations, while five timber trestles were replaced by culverts and fill, and while two lift bridges and one swing bridge were upgraded.

A construction project at Vancouver's Thornton Yard, which commenced in August, 1983, added five tracks in the surge yard of sufficient length to accommodate 98-car freight trains. The project as completed in September, 1984 involved over one million cubic yards of excavation work, with the cut being up to 180 feet high. A 7.14 mile section of the Yale Subdivision was double tracked leading into Thornton Yard. At Lynn Creek Yard, on Vancouver's north shore, siding length is being increased to handle unit trains from Alberta and Saskatchewan prior to forwarding their shipments to North Vancouver bulk terminals.

--CN has applied in concert with two Winnipeg-based grain companies to the Railway Transport Committee of the CTC for permission to establish variable rates for the shipment of Western grain. The proposed rates are designed to encourage off-peak shipments from more efficient elevators at main line locations, i.e., where the railway does not have to "go and get it" on branch lines. The lower rates, which would apply under the authority of the new Western Grain Transportation Act and would range from \$1.50 to \$3 a tonne less than standard rates, would apply to shipments from Edmonton, Saskatoon and North Battleford between Sept. 15 and Dec. 15, 1985 and between May 1 and July 31, 1986. The current rate between Saskatoon and Thunder Bay is \$7.57 a tonne. Under the old Crow rates all grain transportation was paid for at the same rate, regardless of point of origin or the time of year.

STIRRINGS ON VANCOUVER COMMUTER RAIL--The Greater Vancouver Regional District Board of Directors has thrown its support behind the "on hold" proposal for development of a commuter rail service between Vancouver and Port Coquitlam. The Board, composed of virtually all the mayors of Greater Vancouver, agreed several months ago to send a letter to then Transport Minister Lloyd Axworthy expressing its support for the proposal and it also agreed to join with the Cities of Vancouver and Port Coquitlam in pressing for a meeting with CP Rail to urge the latter's participation in the project. All five GVRD Directors from the region's northeast sector had already signed a brief to the Transport Minister urging action on the commuter rail proposal.

A report to Vancouver City Council stated that the project is "on hold" because of difficulties encountered by BC Transit in working out a financially acceptable deal with CP Rail to cover the cost of track and signal improvements on the section to Port Coquitlam. It says that work

on the system could proceed immediately and the service be in place within 12 months "if the deadlock with CP did not exist." The cost of track and signal improvements for the rail link have been estimated by CP Rail at \$30 million.

North Vancouver City Mayor Jack Loucks, Chairman of the GVRD's Executive Committee, will work with Vancouver and Port Coquitlam in efforts to meet with CP Rail to get the project moving. The GVRD Board of Directors has also requested that BC Transit forward a report on commuter rail to the Regional District.

--GVRD News

The Gulf Coast Limited BY JOHN MOSELEY

So you have never heard of the GULF COAST LIMITED? Well, neither had I until I had occasion to visit Mobile, Alabama in October, 1984. (I went to Mobile to visit the preserved battleship 'Alabama', which I had not seen in over 40 years, but that is another story.)

A cab driver, on hearing that I was returning to Toronto via New Orleans and New York, asked if I knew that there was a train service between Mobile and New Orleans. Upon observing my reaction of pleasant surprise the 'cabbie' showed me the location of what is likely to be only a temporary site of the Amtrak passenger station. Well before the train departure at 0700 I was at the station and had ample time to examine the consist. It was made up of locomotives 274 and 718, coach 25046, Food Service Car 20013, coaches 21229, 21068, and Track Inspection Car 10000.

There was a decidedly relaxed atmosphere on the train. It was comfortably full, and it was obvious that most of the passengers were going to New Orleans to spend the day at the World's Fair. The timing of the train was as follows: Mobile 0700 (O.T.), Pascagoula 0752 (9 minutes late), Biloxi 0820 (10 late), Gulfport 0847 (9 late), Waveland 0921 (10 late), East New Orleans 1001 (6 late), New Orleans 1047 (7 late). The overall distance was 145 miles, which gave an average speed of a little more than 38 mph.

Much of this slow speed can be explained by the extensive marshland which the train crosses between Biloxi and Waveland Bay. However, this gives the passenger an excellent chance of viewing the great variety of exotic birds which make the swampland their home. A not soon to be forgotten sight was a pelican, remarkably graceful in flight, easily keeping up with the train. The conductor mentioned over the public address system that alligators were often to be seen basking in the sun. I did not see one, but I was assured that they are observed on an almost daily basis. It would be interesting to know where else in the world alligators can be observed from a passenger train.

The conductor gave a rundown of all out-of-state passengers on the train. The visitor from Canada was given a round of applause. It wasn't quite what he expected on travelling Amtrak. Alas, it looked as if this fine service would end as soon as the World Fair in New Orleans does in the late fall. The Amtrak National Train Timetable will likely provide the answer in its next issue.



NEW QUALITY CONTROL PROGRAM--CP Rail implemented quite some years ago a quality assurance program for its traction motor rebuild shop and as a result has halved the failure rate of rebuilt traction motors. Four years ago, CP drew up standard specifications for outside suppliers of

products and parts which it uses. The railway has now implemented in its main shops an advanced quality assurance program for the rebuild, overhaul, repair and manufacture of components for locomotives and freight cars. The main thrust of the program is prevention of errors during the work process, rather than inspection after the fact. Cost savings to the railway are impressive. During a pilot quality control project, the defect rate in freight cars dropped from 23% to 4% over four years. This 19% decrease eliminated the necessity for an estimated 44,000 light car repairs, which meant a saving of about \$6.3 million as a result of reduced maintenance costs; however, an assessment of the total benefits would include also reduced car switching costs and increased revenues from the cars' being kept in service.

The program consists of control procedures which ensure adherence to requirements for the correct performance of a job, whether it be rebuild, overhaul, repair or manufacture. It includes the man, material, machines, the method and specifications for doing the job, and the tools and equipment used. One example of the type of problem intended to be avoided is the out-of-tolerance axle due to a faulty micrometer resulting from the absence of a calibration system. Another example consists of improperly insulated field coils in traction motors.

Development of the quality control program for the main shops, Ogden, Weston and Angus, started in March, 1984 with the formation of a steering committee which drew up an outline of the program, visited the shops and held discussions with the works managers, and made extensive analyses of where and how quality control procedures should be implemented. By August each main shop, with the assistance of the committee, had developed a quality control manual. Quality control officers were appointed by the works managers in each shop to oversee the day-to-day running of the program, with the former reporting to the latter.

CP Rail's quality control standards are based on the internationally recognized Z299 standards developed by the Canadian Standards Association. The railway, through its membership in the Association of American Railroads, is playing a leading role in the development of proposed standard quality assurance specifications that would be mandatory for manufacturers supplying certain rail car components to the entire North American railway industry. These specifications would also be based on the CSA Z299 series and would result in the manufacture and supply of more reliable and safer equipment, resulting in turn in the railways' ability to offer improved service to their customers. Adoption of standards that are recognized worldwide



UCRS and other events and activities

by Ed Campbell

The main event of the UCRS for the month of February is the Annual Meeting on Friday, February 15 at 8 p.m. in the Education Centre, College and McCaul Streets, Toronto. Perhaps this is the year when you decide to run for office. Why not? You will find your association with the Society much more meaningful when you take an active part in running the organization.

Two events occur in March at which the UCRS will have a booth, requiring the help of members. Again may I repeat that you will find satisfaction in helping with Society activities. The events are (1) the Model Railway Show at the Queen Elizabeth Building, Canadian National Exhibition grounds on Saturday, March 9 and Sunday, March 10 (please call John Laraway at 425-3162 if you can assist), and (2) the Sportsmen's Show in the Coliseum on the CNE grounds from Friday, March 15 to Sunday, March 24. A number of members will be required for the Sportsmen's Show. Please call George Meek at (416)532-5617 to offer your assistance--thanks.

Your attention is drawn to Saturday, February 16, when the UCRS store will be open between 12 noon and 4 p.m. The store is located in the CN St. Clair Ave. station basement, just west of Caledonia Road on the north side of St. Clair Ave. West. Take TTC Route 512-St. Clair street car to the Caledonia Road stop.

Friday, February 15--The regular UCRS Toronto meeting at the Education Centre auditorium, College and McCaul Streets. Do not forget to attend as this is the Annual Meeting. Following the business of that meeting the entertainment will consist of a showing of members' slides, time permitting. Bring 20 or 30 of your favourite slides (edited, please) to share with your fellow members.

Saturday, February 16--The UCRS store will be open from 12 noon to 4 p.m. (see above).

Saturday, February 16--The Annual General Meeting of Transport 2000 Ontario will be held from 10 a.m. to 12 noon at 1901 Yonge Street (at Davisville Ave.). Non-members are welcome. At 1:30 p.m., Mr. Robert Halperin, Director of Marketing, Urban Transit Equipment, Bombardier Inc., Mass Transit Division, will present an address entitled "The Bombardier Approach to the Mass Transit Market". Mr. Halperin is a well travelled and knowledgeable railfan; his presentation is certain to be a most enjoyable and informative one. For further information telephone 425-4406.

Sunday, February 17--Flea Market to be held by the Toronto, Hamilton and Buffalo Model Engineers at Hamilton Beach Hall, 316 Beach Boulevard, 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 will be held at the CN Hamilton station at 8 p.m., featuring members' 35mm slides. All members are always welcome at the Chapter's interesting meetings.

Friday, February 22--Meeting of the Ontario Electric Railway Historical Association at St. Matthews Church at Eastwood and Gainsborough Roads (south-west corner: one block east of the Coxwell-(Lower) Gerrard intersection) at 8 p.m. Museum update and slide program; non-members welcome.

Thursday, March 7--Canadian Railroad Historical Association, Toronto and York Division meeting at 417 Queen's Quay West (at Spadina), 6th floor, at 8 p.m. Admission free, non-members welcome.

Saturday, March 9 and Sunday, March 10--Toronto Model Railway Show at the Queen Elizabeth Building, CNE (see note above).

FRIDAY, March 22--Regular UCRS Toronto meeting at 8 p.m. in the Education Centre, College and McCaul Streets. PLEASE NOTE UNAVOIDABLE CHANGE OF DATE CAUSED BY THE AUDITORIUM NOT BEING AVAILABLE ON OUR REGULAR MEETING NIGHT. Doors open at 7:30 p.m. outside the 6th floor auditorium so the meeting can start at 8 p.m. sharp. Bring your latest slides for the newscast. The entertainment will be a slide presentation entitled "Keep 'Em Rolling" by Ron Watson, based on his recent book of the same title about the CNR Spadina Roundhouse, due to close forever shortly.

Friday, March 15 to Sunday, March 24--Canadian National Sportsmen's Show at the Coliseum, Toronto (see note above).

would be beneficial as well for suppliers to the railway industry in Canada and the U.S. in that they would be better able to market their products internationally. It is conservatively estimated that quality assurance programs for critical components would save the North American railway industry many millions a year through accident reduction and improved life expectancy of components.

--based on CP Rail release

EXTRA EQUIPMENT NOTES, AS OF JANUARY 26, 1985 by Mike Lindsay & Doug Page

--CN Business Car 15102 brought up the markers on the westbound INTERNATIONAL on Thursday, January 24.

--And then there were four! A fifth TH&B Geep, 77, is now out of service due to a cracked block and joins four sisters at CP Rail's John St. Roundhouse, Toronto. This leaves the TH&B with four operational road units, out of a fleet of nine on the 1983 roster.

CONRAIL POWER ON THE BUCP-CPBU (BUFFALO-AGINCOURT-BUFFALO), DECEMBER 28, 1984 TO JANUARY 24, 1985 by Mike Lindsay & Doug Page

-7985 and 7938 and 1974 (GP38-2, GP38-2, B23-7); 7985 and 7938 (both GP38-2); 7938, 7985, 7991 (all GP38-2); 7991, 7985, 7433* (GP38-2, GP38-2, GP9); 7433*, 5821*(GP9, GP7); 5827*, 7432* (GP7, GP9).

Notes-- * designates Canadian Conrail units. During blizzard conditions during the third week of January in the Niagara Peninsula, the BUCP often ran from Montrose (Niagara Falls) to Hamilton (rather than from Buffalo) and thus used Canadian units on hand. The units were usually turned in Hamilton and CP Rail power (including famous RSD-17 8921) forwarded the train to Agincourt.

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