ST. MARY'S TRN STATION

Newsletter

INCORPORATED 1952

NUMBER 369 JULY 1980

BOSTON AND ALBANY RAILROAD

UTDC

ALL MADE THEIR CONTRIBUTION TO THIS MOST UNUSUAL SCENE

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

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OUR COVER: John Thompson captured a pair of TTC CLRV's outbound on the MBTA's Highland Branch at Newton Centre Station (a former Boston and Albany R.R. structure) on Sunday, May 18, 1980.

ANTI-FANS STRIKE IN TORONTO--A most disturbing situation has recently come to our attention, something that could well affect us all. CP Rail has had builders' plates and class plates stolen from approximately 20 diesel yard units assigned to Toronto's John Street Roundhouse. Railfans are being blamed and a well-known CP Rail foreman who befriends all who visit John Street in particular is being placed in an invidious position because of his past kindnesses to rail enthusiasts. This despicable action on the part of persons as yet unknown promises to affect all who may wish merely to watch or photograph trains, as such persons will be suspect and subject at the very least to being ordered away from railway property, to say nothing of the possibility of being arrested for trespassing. Thefts of this nature are particularly to be condemned when they involve working locomotives. Quite aside from the main issue, i.e., inconvenience to the railway company, those among us wanting to record data or to photograph a unit which has been the subject of such pilferage are denied a properly identified diesel, and all because of the selfish actions of some anti-fan.

Members are urged to be on the lookout for these stolen plates from MLW or Alco units, and if one or more plates is or are seen, immediately notify the railway. Apprehension of the thief is important to everyone lest he continue to steal from CP Rail and indirectly from all of us. Remember the 'Railfan's Creed':"Take nothing but pictures, leave nothing but footprints."

AUCTION A SUCCESS--Held in conjunction with the regular meeting on June 20th, a fun time was provided for all thanks to the excellent work of auctioneer Al Kinsman. Auction Manager Raymond Kennedy thanks all of those who assisted him on auction night, with special thanks to Cashier Chris Spinney who also made the financial report to the Directors.

Steve Lucas, 2428 Grenallen Drive, Burlington, Ont. L7P 1W2 has for sale one ticket for the "Autumn in Altoona" trip.

--The Edmonton Journal has reported the possibility of the sale of the Northern Alberta Railways to CN. The NAR is at present jointly owned by CN and CP on a 50%-50% basis, an arrangement which has been in effect since the NAR was formed in 1929.

C A L G A R Y L R T

Following closely in the wake of the opening of the very successful Edmonton, Alberta, LRT line, Calgary, some 200 miles to the south, is well on the way to completion of its initial 7.89 LRT route. Called the South Corridor LRT Line, the Calgary operation will be almost entirely above ground (only 0.81 miles are located in underground structures), including a mile of street running on a new downtown transit mall. The cars--27 DuWag modified U2 articulated units identical to Edmonton's, were ordered in July, 1977, to take advantage of adding on to an Edmonton order, thus saving money.

Construction began in the Fall of 1978, with opening being scheduled for May 25, 1981.

BACKGROUND--Like most Canadian cities, Calgary abandoned its street car system in the post war era, the last run having occurred in December, 1950. Trolley coaches and buses replaced the cars, although the last trolley coaches gave way to buses in 1973. Happily, there will be a relatively short hiatus in the story of electric transit operation in the Stampede City.

With Calgary's booming growth, due largely to Alberta's oil industry, population of the city is expected to reach 618,000 by 1986. With growth have come the familiar problems of traffic congestion. While some roadwork and freeway construction has taken place, Calgary has fortunately realized in time that total reliance on roads and free-wheeled transit would ultimately be self-defeating.

Studies of the matter of rapid transit in Calgary commenced as long ago as 1966, by consultants Simpson and Curtin. They proposed a 19-mile system and identified two high priority corridors which were fprmerly approved by City Council. However, no further action followed on this report. A 1973 study, which looked into improvements to the existing bus system only, was followed in 1975 by two further studies, Transportation Improvement Priority Study, and Light Rail Transit for Calgary.

The alternatives of LRT, busways and exclusive bus lanes were assessed; the studies concluded that the benefits of total grade separation were small in the chosen corridors, thus there was little advantage in heavy rapid transit even if it could be financially justified.

LRT was chosen over the bus alternatives for the very compelling reasons (other cities please note) that headways can be longer (savings in numbers of vehicles and in labour costs), performance is higher and dwell times at stations are less. The supposed flexibility of the bus failed because of the limited street space downtown and the limitations of station capacity. It was recognized that the street running LRT line can ultimately be placed underground if necessary. The rail alternative is estimated to save 500,000 passenger hours annually over the busway alternative and 1,500,000 p.h.a. over bus operation on streets with exclusive lanes.

The City soon directed that financial planning and preliminary engineering be commenced for a rail transit line in the South Corridor. The Province of Alberta, however, required a further consultant's study

before it would commit funds to the project, which study was produced in May, 1977, confirming LRT as a desirable way of deferring major road construction. Arrangements for detailed design and construction followed with great expedition, and an order for 27 cars for the first line was placed as early as July 25, 1977.

THE FIRST ROUTE--The $146 million South Corridor line, 7.89 miles long, will serve the area directly south of downtown Calgary, a portion of the city in both residential (mostly single family housing) and industrial land use. Two major shopping centres lie close to the sites of LRT stations. The outer terminal is at Anderson Road, location of a yard, shop and garage facility which has already been constructed and which has storage capacity for 60 LRT cars and 200 buses. From this point northwards, and for about 65% of the total length of the line, the transit route is located on the right-of-way of, and parallel to, the CP Rail Macleod Subdivision (the Calgary and Edmonton Railway). The City of Calgary will pay the CPR $5000 per year per mile of line as a rental charge. South of Glenmore Trail the CP Rail right-of-way is wide enough to permit addition of the LRT line without relocation of the railway track, although additional land has had to be purchased to accommodate the three stations in this section.

North of Glenmore Trail provision has been required for industrial sidings on both sides of the railway, including a parallel lead track on the west side. The LRT line is to be grade separated from this lead track and also from 42nd Avenue, the point at which the former leaves the CP right-of-way. Along the Macleod Sub. both the CP line and the LRT line will be protected by conventional gates at level crossings.

Beyond 42nd Avenue the line will pass through the station named for that street and then will run along a central reservation along Burnsland Road. At 34th Street a covered section is entered, under Macleod Trail, made necessary by the presence of cemeteries on both sides of that street and also to avoid excessive gradients. This underground section, constructed by the cut and cover method, is about a third of a mile in length. From the north portal of the Cemetery Hill tunnel the line crosses the Elbow River, the bridge having collapsed into the river last December and being now in the course of reconstruction. Beyond the bridge a roadside alignment beside Macleod Trail (2nd Street) is followed; the road allowance has been widened for this purpose by property purchase, with a number of cross streets being closed.

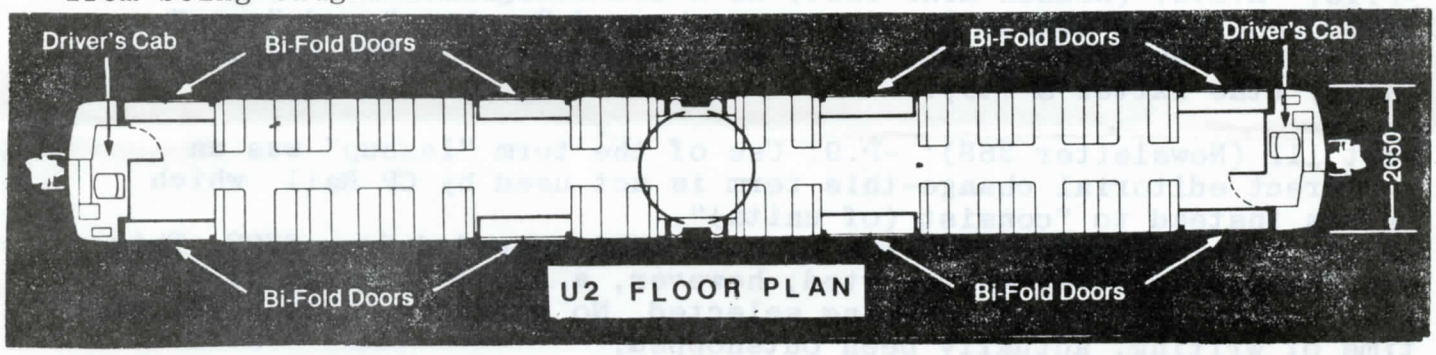
The line enters another underground section (cut and cover) at 12th Avenue to pass under the CPR 4-track main line, on the north side of which it emerges to curve abruptly to the west into downtown along 7th Avenue, terminating between 8th and 9th Streets.

SEVENTH AVENUE TRANSIT MALL--A 12-block section of 7th Avenue was closed, from 9th Street West to 3rd Street East, to permit in sequence the adjustment of utilities, the installation of LRT tracks, installation of feeder cables and overhead, and finally the construction of the nine stations (five eastbound and four westbound) in this section. Upon completion the mall area will be restricted permanently to LRT trains, buses and emergency vehicles. The stations make extensive use of glass and curved forms to reduce their apparent bulk. The mall is expected to be completed in April, 1981.

TRACK AND OVERHEAD--The open track sections of the line are to be constructed with 100 lb. welded T-rail, on concrete ties. The paved trackage on 7th Avenue will use 130 lb. girder rail, rolled in Luxembourg as such rail is no longer obtainable from North American mills. The catenary overhead system, carrying 600 volts D.C., will be

similar to Edmonton's, which in turn is of European design. Bow collectors are to be used. The contact wire is 4/0 gauge; feeder cables will be placed underground along 7th Avenue, while forming the messenger wire of the catenary at other locations.

CARS--The DuWag U2 model articulated 6-axle car, as modified for Edmonton, has been chosen because of its large capacity and, despite this, its suitability for street operation. Although the bodies are constructed in Dusseldorf, West Germany, the content of the finished initial 27-car fleet will be approximately 42% Canadian, with final assembly and painting occurring in the CTS Anderson Road Shops. Domestic components include trucks, braking system, electrical cables and heating units. The car design is long-proven in regular service on European systems and is characterized by simplicity and ruggedness. The cars are capable of being operated in trains of up tp five cars, although three-car trains will be the maximum size at the outset. The seating capacity of one unit is 64, with standing room for 98 additional passengers. Colourful seat upholstery, rosewood panelling on lower walls and warm-coloured floors make for bright car interiors. There are four "bi-fold" doors per side, with sets of doors situated close to the car ends in typical street car position. The doors lock automatically when the car is in motion; when the car stops, the Operator unlocks the doors and passengers, both inside and outside, push a button to open them. A photoelectric cell prevents passengers from being caught between the doors.



U2 FLOOR PLAN

Car length is 79.7 feet and weight is 29.5 tons. Car wheels have rubber sandwich inserts, and a further noise-prevention measure consists of rubber motor mounts. Each car has two 150 KV traction motors; maximum speed is 50 M.P.H. The first cars were delivered to the system shortly after the New Year and by the end of April ten had arrived. Five more were due during May, with the remainder to arrive at a two-car per month rate.

POWER SUPPLY--Rectifier stations are placed at one-mile intervals along the LRT route. The eight substations will have 11 rectifiers for a total capacity of 13,500 KW. Rectifier capacity will vary from one, 1000 KW unit, to two, 1500 KW units per substation. Use will be made of silicon diode rectifying devices with natural convection cooling. Each station will have four D.C. feeders, one leading to each contact wire on each side of a section break which will occur near the substations.

FARE SYSTEM--The line will operate as part of the CTS one fare system. Transfers, "Zip Cards", and Senior Citizen Passes will be transferrable between the LRT and city buses. A self-service fare system will enable the purchase of tickets from automatic dispensers, located on station platforms. Tickets will also serve as transfers to buses. Seventh Avenue itself will be a free zone, with tickets not checked. Trips to points outside the free zone will be subject to random checks by fare inspectors who will be empowered to levy a fine in the manner of a

traffic ticket in cases where a passenger fails to produce valid transportation.

The line will open with 5'00" rush headways. The scheduled trip time from Anderson Road to 9th Street will be 25 minutes, with an average speed including stops of 20 M.P.H., leaving no doubt that the term "rapid transit" is appropriately applied to the operation. The route is expected to carry 40,000 passengers per day.

In summary, the Calgary light rail operation, perhaps more than any other North American system to date, will exemplify how such form of transit system can be practically and successfully applied in both large and medium sized cities, with a minimum of both expensive underground construction and environmental damage. Extensions are planned to the South Corridor line, to both the southeast and southwest; new corridors will lead from 7th Avenue to the north, northeast, northwest and west portions of the city, with that to the northwest being the most likely for construction of the city's second LRT line.

CP RAIL DIESELIZATION-PAST AND PRESENT: SUPPLEMENTARY NOTES

by R.L. Kennedy

Part 11 (Newsletter 366):- P.8: Early 1945 Outremont; 7018, 7019 Calgary; 7015-7017 Winnipeg; 7020-7024 Toronto.
-P. 8: 7000 sold Nov. 1944, not Oct.
-P.13: "B.L.U."(Branch Line Unit) is a CPR designation for both RS-23 8000's and SW1200 RS 8100's, nicknamed "rockets" and "pups".
-P.14: Only one second hand RDC-2 was purchased from the Lehigh Valley (the latter's #49).

Part 111 (Newsletter 368): -P.9: Use of the term "lashup" was an incorrect editorial change-this term is not used by CP Rail, which refers instead to "consist (of units)".
-P.15: Originally No. 1800 was to have been upgraded from 8793. This was changed to 8791, as reported; however, a further change has resulted in 8794 actually being selected. No upgraded units have, at time of writing, actually been outshopped.

--On May 28th the UCRS submitted its brief to the (Ontario) Provincial Task Force on Rail Policy: the brief concentrates on the recent difficulties experienced with the railways in making charter excursion arrangements. The Task Force reportedly received the brief with an expression of considerable surprise at the extent of the difficulties as outlined.

--Because of prolonged conditions of drought in Manitoba,the Prairie Dog Central has been forced to dieselize the passenger train operation, reducing the hazard of trackside fires. 4-4-0 No. 3 was apparently allowed to operate over the weekend of June 14-15 as conditions had improved.

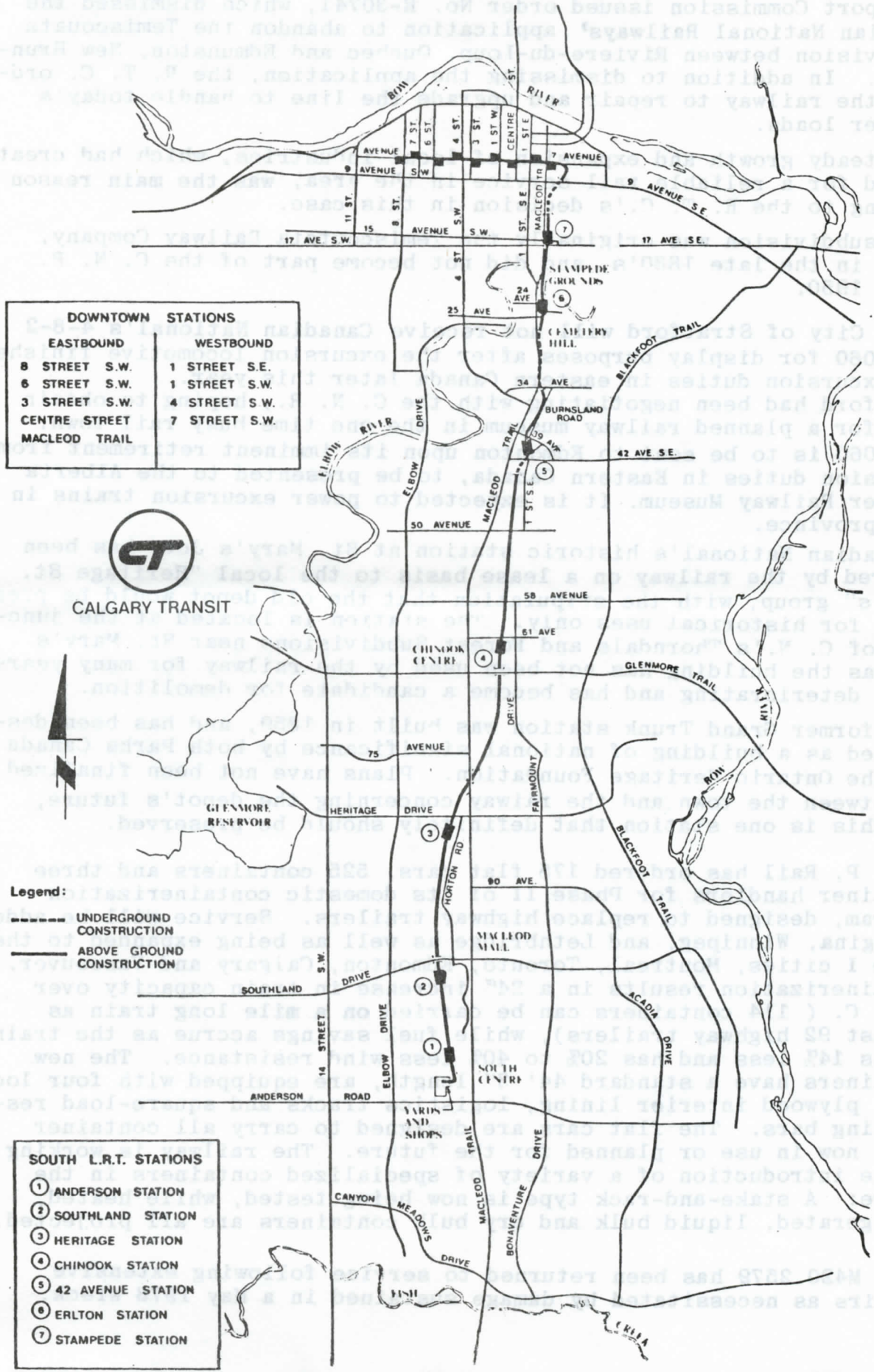
Station photos - Wanted for East York and Scarborough Historical Society - any photos, old or recent, of CN and CP stations in Scarborough, plus Danforth, Milliken, and Port Union. Will require two 5x7's each. Call Ray Corley, 690-6963 after 7:30 p.m., or write 41 Lynndale Rd., Scarborough, Ont. M1N 1B9.

--The Algoma Central has purchased a number of 56'6" bulkhead flat-cars from the British Columbia Ry. The cars are being left in the BCOL green with the old reporting marks painted over and new ACR numbers, in the 2400 series, applied. These cars were built in 1975 by Hawker-Siddeley at its Trenton, N.S. plant.

--Bruce Swanson

CALGARY L.R.T. SOUTH CORRIDOR

To be completed and in operation by June, 1981



NOTES BY BRIAN C. NICKLE

• On April 18, 1980, the Railway Transport Committee of the Canadian Transport Commission issued order No. R-30741, which dismissed the Canadian National Railways' application to abandon the Temiscouata Subdivision between Riviere-du-Loup, Quebec and Edmunston, New Brunswick. In addition to dismissing the application, the R. T. C. ordered the railway to repair and upgrade the line to handle today's heavier loads.

The steady growth and expansion of local industries, which had created a need for a reliable rail service in the area, was the main reason leading to the R. T. C.'s decision in this case.

This subdivision was originally the Temiscoutata Railway Company, built in the late 1880's, and did not become part of the C. N. P. until 1950.

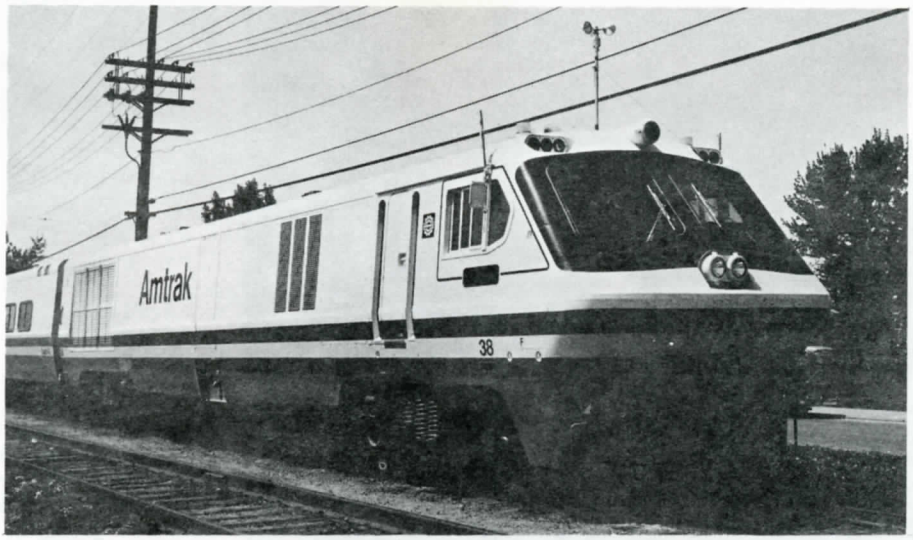
• The City of Stratford will not receive Canadian National's 4-8-2 No. 6060 for display purposes after the excursion locomotive finishes its excursion duties in eastern Canada later this year. Stratford had been negotiating with the C. N. R., hoping to obtain 6060 for a planned railway museum in the one time busy rail town. No. 6060 is to be sent to Edmonton upon its imminent retirement from excursion duties in Eastern Canada, to be presented to the Alberta Pioneer Railway Museum. It is expected to power excursion trains in that province.

• Canadian National's historic station at St. Mary's Jct. has been offered by the railway on a lease basis to the local "Heritage St. Mary's" group, with the stipulation that the old depot would be preserved for historical uses only. The station is located at the junction of C. N.'s Thorndale and Forest Subdivisions near St. Mary's and, as the building has not been used by the railway for many years, it is deteriorating and has become a candidate for demolition.

This former Grand Trunk station was built in 1859, and has been designated as a building of national significance by both Parks Canada and the Ontario Heritage Foundation. Plans have not been finalized as between the town and the raiway concerning the depot's future, but this is one station that definitely should be preserved.

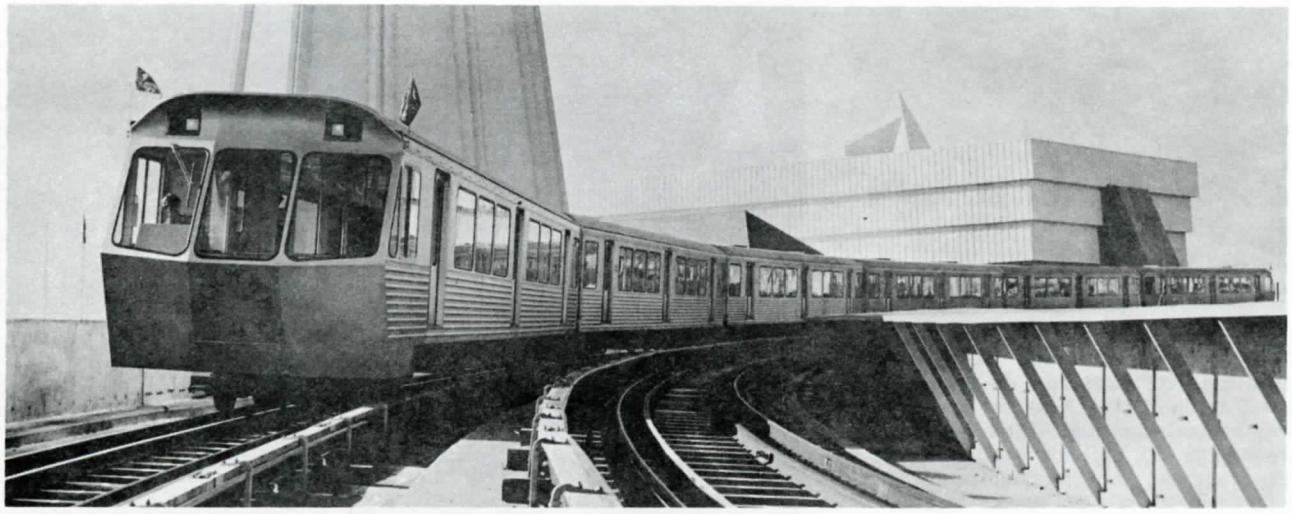
-- C. P. Rail has ordered 175 flat cars, 525 containers and three container handlers for Phase II of its domestic containerization program, designed to replace highway trailers. Service will be added to Regina, Winnipeg, and Lethbridge as well as being expanded to the Phase I cities, Montreal, Toronto, Edmonton, Calgary and Vancouver. Containerization results in a 24% increase in train capacity over O. F. C. (114 containers can be carried on a mile long train as against 92 highway trailers), while fuel savings accrue as the train weighs 14% less and has 20% to 40% less wind resistance. The new containers have a standard 44' 3" length, are equipped with four lock-rods, plywood interior lining, logistics tracks and square-load restraining bars. The flat cars are designed to carry all container sizes now in use or planned for the future. The railway is working to the introduction of a variety of specialized containers in the future: A stake-and-rack type is now being tested, while heated, refrigerated, liquid bulk and dry bulk containers are all projected.

--CN M420 2579 has been returned to service following extensive repairs as necessitated by damage sustained in a May 1978 wreck.



Amtrak LRC locomotive 38 pauses on CN rails at St. Lambert, P.Q. on May 27, 1980, in between test runs. The two LRC trainsets (1 locomotive 5 coaches each) were tested out of Montreal for five months.
- Ted Wickson photo

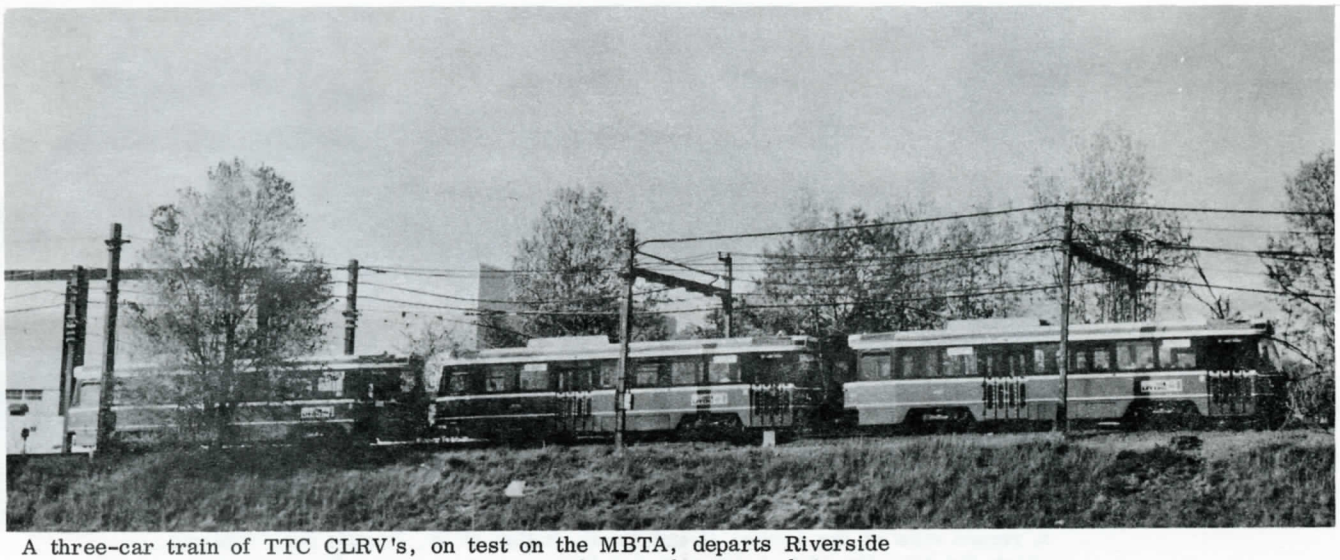
A recent view of the former Grand Trunk station at St. Mary's Jct., Ontario, which CN has offered to lease to a local preservation group. It was in this station that a teen-aged Thomas Edison worked as a night operator.
- Brian C. Nickle photo



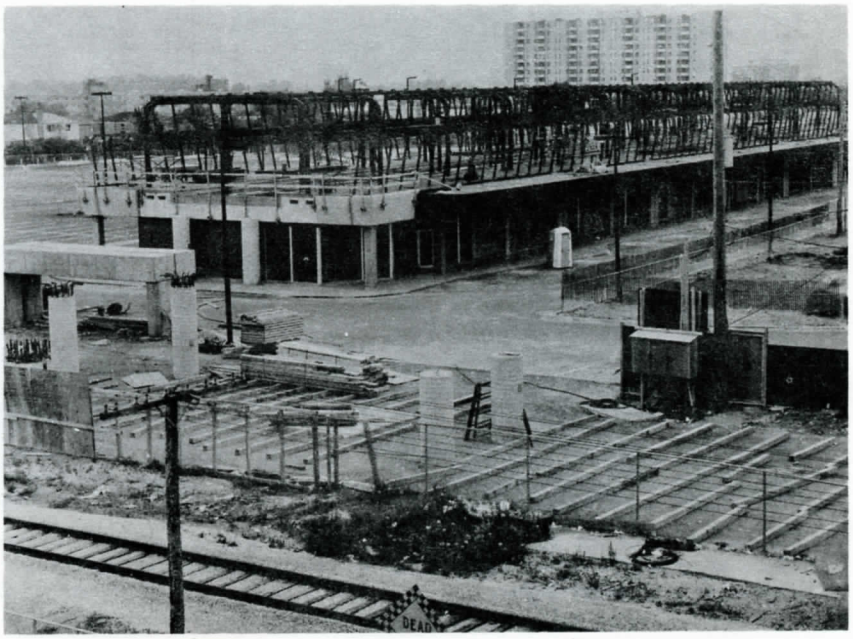
A test train of the distinctive Expo Express rapid transit cars on the three-mile line at Expo 67. These same cars, in rather deteriorated condition, are now awaiting a possible buyer. - Hawker-Siddeley photo.

The TTC's Russell Substation, on Queen St. at Greenwood Ave., after sandblasting has revealed the original red brickwork. June 30, 1980.

- John D. Thompson photo



A three-car train of TTC CLRV's, on test on the MBTA, departs Riverside yard, May 16, 1980. - John D. Thompson photo



The supporting steelwork for the roof over the LRT platforms on the upper level at the TTC's Kennedy Terminal was recently erected. View looks southwest from the Eglinton Ave. overpass. The columns, foreground, are for the ramp taking the LRT tracks to and from ground level. June 29, 1980.

- John D. Thompson photo

RUSSELL SUBSTATION TO BE REACTIVATED

The TTC's historic Russell Substation, silent since 1948, will be coming back on line in the fall of 1980. The large brick building is on the south side of Queen Street East at Greenwood Avenue, just west of its namesake carhouse. The station was opened by the Toronto Railway Company in 1913 and contained two rotary converters which supplied traction power to the TRC's wooden cars and later to Peter Witts and PCC's.

After World War II the TTC began a program of replacing its obsolete rotary converter substations with mercury arc rectifier facilities, and Russell Substation was the first of the former to go. The equipment was removed and the building was leased for storage purposes for the next 32 years.

Refurbishing of the substation, inside and out, was commenced during April by a contractor. Two new solid state silicon rectifier units will be installed during the summer. The reason for the reactivation lies in the increased power requirements at the nearby carhouse as occasioned by CLRV equipment. These units, unlike PCC's, have electric heaters (the interiors of PCC cars are warmed by the use of heat generation by dynamic brake applications). During periods of cold weather the heaters in CLRV's will be switched on overnight, in low range, then turned up before the cars enter service. They will, thus, be comfortably warm for the first riders--an advantage over PCC cars.

The recycling of Russell Substation demonstrates the wisdom of retention by transportation operators of title to apparently obsolete facilities and surplus property, particularly where such can in the meantime be profitably leased or rented for other purposes.

-- Claude Baillargeon, owner of the 48 Expo (67) Express rapid transit cars, still stored in Montreal, believes that his rolling stock could serve the Deux Montagnes and/or Mirabel Airport runs (if the latter line is built). The cars were designed such that they could operate though the C. N. Mount Royal Tunnel and initial plans for the Expo Express line in the 1960's showed same extending into Central Station. Mr. Baillargeon would sell the cars to the Quebec Government for $15 million. Pantagraphs would presumably have to be added to enable operation on CN's catenary electrification.

The cars were built in 1966 by Hawker-Siddeley at its Fort William plant. They operated on a line connecting the Montreal waterfront with the Expo Islands and served the subsequent fair "Man and His World" until the mid-70's. The cars are quite similar to T. T. C.'s Hawker-Siddeley cars except for having somewhat larger windows and only three (instead of four) sets of doors per side; the control ends have unsightly slanted noses which would probably be replaced with conventional ends for any new service. The door situation appears to have prevented any T. T. C. interest in the cars; it was hoped to sell the cars to Edmonton at one time until that city opted for L. R. V.'s instead of conventional rapid transit.

- CN yard and transfer cabooses to be delivered in 1980 will be assigned as follows: 76662-76665 to the Mountain Region; 76666-76670 to the Prairie Region; 76671-76687 to the Great Lakes Region; 76688-76698 to the St. Lawrence Region; and 76699-76709 to the Atlantic Region.

Motive Power News Edited by Raymond L. Kennedy

The following corrections are necessary to items appearing in the May issue: CP Rail units sent to the Norfolk and Western are 5738-5741, not 5737-5740.
Amtrak is to obtain two LRC trainsets, not four. Information from Amtrak is that the sets will be assigned to New Haven, Conn.
O. N. R. has not rebuilt four FP7A units for T. E. E. trains; two units have been completed and put in service while two more are scheduled to follow in the future. The numbering is as follows: 1984 is ex 1519 (it made its first trip on January 6, 1980); 1985 is ex 1518; 1986 and 1987 are expected to be ex 1501 and 1510 NNITO (Not Necessarily In That Order). Only 1984 and 1985 were confirmed at date of writing. Modification includes the removal of the steam generator and its replacement with an auxiliary diesel for head-end supplied power to the train. Other modifications are made to the rear of the units to blend into the TEE train sets, and in particular the European couplers.

VIA Rail E8A diesel units 1800 and 1802 are being renumbered 1898 and 1899. These are class DPA-22a and were recently upgraded by CP Rail to 2500 H. P. They are being renumbered to avoid a conflict with C. P. Rail's proposed new numbering system for upgraded DRS-18 class units (M. L. W. RS-18 model) Nos. 8729-8800 which are to be allocated numbers 1800 - 1868 as rebuilt (see C. P. Rail Dieselization, Past and Present, part 3 for more information).

Shortly after the early February report (N. L. May 80) by Ken Perry of Vancouver Island, C. P. Rail 7072 was returned to the Island to serve as protect engine to relieve the other Baldwin (7070) and also 6572 and 6621. Road engines on the E. & N. are maintained at Alyth (Calgary)and stay on the Island until due datal inspection (every 45 days) when they are traded off one at a time with other GP9 units.
ASSIGNMENT OF POWER, E. & N. Rly., Feb. 23/80:

6572 Port Alberni, 6621 Victoria, 7070, 7072 Wellcox.
RDC-1 (VIA) 9064, 9067, Victoria. (Operate on VIA trains # 198 & 199 (formerly E. & N. # 1 & 2)).
Road: 8502, 8530, 8540, 8638, 8646, 8689.

CN NOTES--

- CN maintenance work in the Toronto area as planned for 1980 includes rail replacement on a 3.55-mile section of the Midland Sub. near Orillia, and on various sections of the York Sub.
- Construction commenced this spring on a new $4 million locomotive maintenance facility at MacMillan Yard. The all-weather building, which will eventually handle 58,000 units per year, will replace the twin track open area that now handles about 35,000 annual inspections. The building, to measure 385 feet by 53 feet, will accommodate ten 69-foot locomotives and is expected to provide savings of $400,000 per year; it will eliminate the need to purchase four new locomotives over the next decade. The original canopy, adjacent to the motive power shop off Jane Street, was erected in 1965 to service eight 57-foot units simultaneously on the two tracks.
- CN has placed a $27 million order with National Steel Car Corporation of Hamilton for 500 gondola cars and a $10 million order with Marine Industries Ltd. of Sorel, P.Q. for 200 flat cars. Both car orders are scheduled for 1981 delivery.

TTC CLRV'S COMPLETE BOSTON TESTS --by John D. Thompson

The three TTC CLRV's on loan to the Massachusetts Bay Transportation Authority (Boston) for evaluation completed their 90-day test program on June 2, and were returned to Toronto by flatbed trailer shortly afterwards. The tryout was arranged by the Urban Transportation Development Corporation, in the hopes of securing a CLRV order from MBTA.

The cars operated in revenue service on the Arborway, Commonwealth Ave., Beacon St., and Riverside (Highland Branch) lines. During the test period they logged an estimated 35,000 kilometers, performing quite satisfactorily for the most part. The CLRV's remained in their Toronto livery, the only major change being the application of a large UTDC decal over the TTC herald. Car 4031 was equipped with a temporary roof headlight for the tests. The other cars sent to Boston were 4027 and 4029.

MBTA Operators ran the cars, and the Authority's maintenance personnel serviced them at Riverside Shop where they were based for their visit. UTDC personnel (including several retired TTC employees) were on hand to oversee the project, provide assistance, etc.

The CLRV's "went underground" in Boston, operating through the lengthy trolley tunnels to Park Street Station in the heart of downtown. The Canadian cars had to skip Kenmore Station, as the platforms here are for left-hand loading only. The cars were very popular with both the public, and MBTA personnel.

MBTA conducted tests to ensure that CLRV's are physically compatible with the Boston system, and meet all operating requirements. The Authority also accumulated data on vehicle maintenance, availability for service, noise characteristics, and public acceptance. A detailed technical evaluation was expected to be completed by the end of June. Concurrent with this evaluation, the Authority is writing a specification document which will define in detail MBTA's requirements for new street cars. This specification, expected in about three months, will then be used as the basis for the Authority's procurement activities. The MBTA is seeking to purchase 70 new LRV's in the near future.

UTDC will continue to work with MBTA and the U.S. Urban Mass Transit Administration to determine the effect of 'Buy America' legislation on the possible purchase of CLRV's. The Ontario Government is making a strong effort to help UTDC sell the cars to other transit operators. Earlier this spring. Premier William Davis and senior Provincial, UTDC and TTC officials met with Massachusetts Governor Edward King as well as State and MBTA officials in Toronto to discuss the new cars. Assuming an order from MBTA materializes, UTDC would like to supply the cars from the tail end of the TTC production line at Hawker-Siddeley, to ensure the best price and fastest delivery time. This writer visited Boston over the Victoria Day weekend to ride and photograph the Toronto cars in a setting which was different, to say the least. During my visit they were assigned to MBTA's showpiece, the famous Riverside High Speed Line.

My first sight of them was during the Friday afternoon rush hour, outbound at Woodland Station, the last stop before Riverside Terminal. There is about a half-mile of straightaway at this point. I had been advised by a friendly MBTA Operator that the TTC cars were on their way, and I waited expectantly, cameras ready.

A parade of MBTA's green Boeing LRV's raced past, then, finally, a pair of familiar red shapes materialized around a curve and glided towards me. What a treat! After taking photos, I boarded the second car and rode the short distance to Riverside. The CLRV's ride very

well at 50 miles per hour on open track, although there is some vertical motion due to the air suspension. For the inbound trip, all three CLRV's were coupled together, the first time this was done during the trials.

Later that afternoon, while photographing our cars at Reservoir Station, I heard a couple of girls exclaim "Oh look! Here come the Canadian cars. They're so nice!" At that moment I felt extremely proud to be a Canadian, and a Torontonian.

CLRV SENT TO WINDSOR

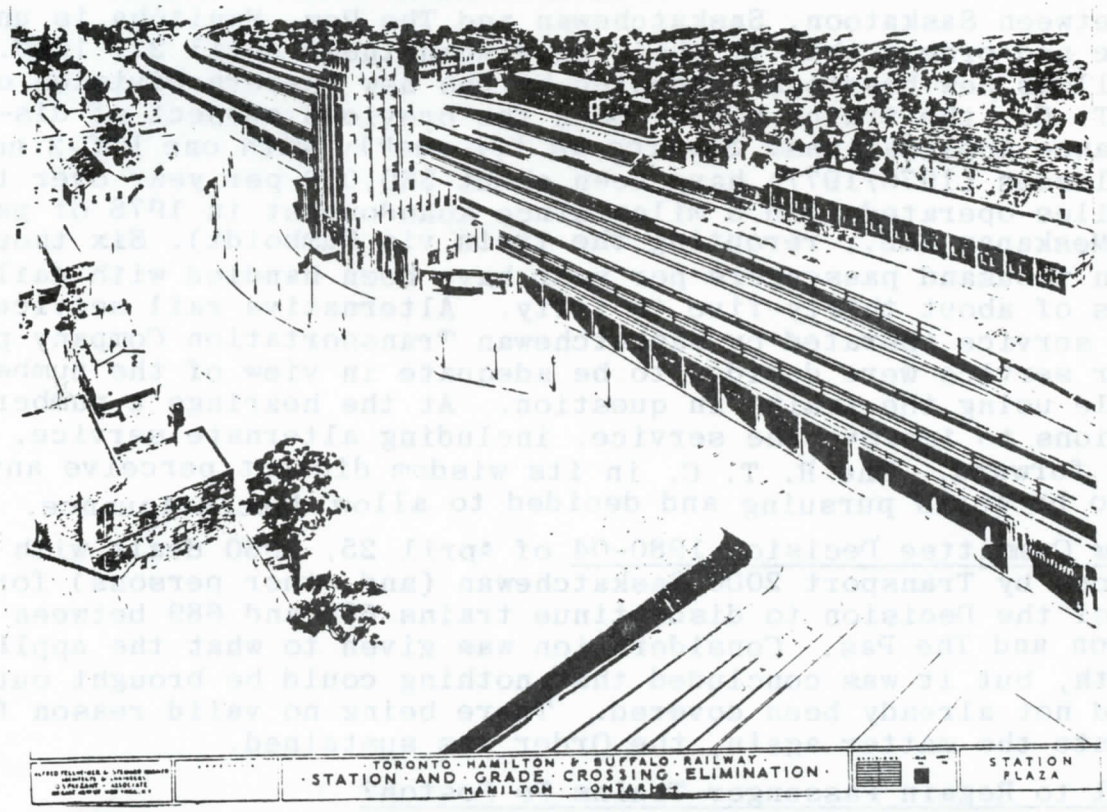
UTDC sent TTC CLRV 4098 to Windsor via flatbed trailer on July 9th, for display outside Cleary Auditorium from July 12th to 20th. This was the period of the Republican Party Convention in Detroit, and it was expected that an overflow of some 4,000 delegates and media people would be staying in Windsor. The CLRV was an integral part of a "Discover Ontario" display mounted by the Provincial Government to stimulate sales of products from this province. It was hoped that exposure of the CLRV to the visiting U.S. politicians might ultimately result in sales of the vehicle to new and existing LRT operations south of the border. A GO Transit bi-level coach was also part of the display, which was near the riverfront in downtown Windsor.

BRITISH COLUMBIA RAILWAY

The British Columbia Railway recently purchased more Locotrol equipment for the bargain price of a half million dollars (including reconditioning). The BCOL has purchased six master sets of lead equipment to install in its units, plus six mid-train Remote Control Cars, from the Burlington Northern. In use by BCOL for the past ten years have been 13 lead units and 12 remotes, between North Vancouver and Prince George. RCC's presently on the roster comprise units RCL 681 through RCL 688, comprising eight 2000 H.P. MLW M420B units; these are the only such B unit roadswitchers built by MLW and the only ones in use on any railway in Canada, remote control-equipped or otherwise. They are normal diesels without cabs and the Locotrol equipment is housed in the cab area of the carbody, which is a straight body area. The other four older RCC's are numbered RCC-1 through RCC-4 and are ex-B units: RCC-1 is ex-Spokane, Portland and Seattle 210, Alco FB1; RCC-2 is ex-CN 6854, MLW FB2; RCC-3 is ex-CP 4455, CLC CFB16-4; RCC-4 is ex-CP 4456, CLC CFB16-4. Two other carbodies were bought for RCC conversion (CN 6752 and 6852, MLW FPA2 and FPB2) but these were scrapped. The newly acquired units are ex-BN RCU 106, 107 (2nd), 108, 109, 111 and 112. They are believed all to be former EMD B units, the new numbers are not yet known (although they could logically be RCC-5 through RCC-10). BN replaced these RCC's some time ago with RCL's (remote control locomotives), and they were kept as spares or standby until these six, out of 12 such units, were sold.

- CN's Industrial Development Officer estimates that 35 new industrial sidings will be developed in the Great Lakes Region during 1980, ten more than the 25 sidings installed in 1979.

- Canadian Wheat Board orders for new 100-ton hoppers to help improve the movement of Canadian wheat, totalling 2,000 cars, were scheduled to have been delivered by the end of March, 1980. The new hoppers are assigned to the Canadian National Railways, and are numbered CNWX 395000 to 396999. The orders went to National Steel Car of Hamilton (1000 hoppers), Hawker Siddeley of Trenton, NS (800 hoppers), and Marine Industries of Sorel, Quebec (200 hoppers).



The Hamilton Historical Board has recommended that the TH&B Hamilton Station be designated as a building of architectural merit under the Ontario Heritage Act. Current publicity material distributed by the Board includes the above architect's sketch of the original concept (the topmost floors, which give the "wedding cake" effect were never constructed) together with the following statement: "Built in 1932-33 by the New York City architects Fellheimer and Wagner, the TH&B Railway station marked a dramatic breakthrough of the Moderne Style of architecture in the city. The sleek, unadorned facades, the wrap-around windows and the curving croners are all hallmarks of the new mode. This streamlined look provided stunning contrast to the historically oriented architecture then being erected in the city."

Canadian Transportation Commission Railway Transport Committee
condensed by Raymond L. Kennedy

Order R-30598, March 27, 1980, directs that VIA Rail Canada Inc. and Canadian National Railways may discontinue the passenger train service now provided by mixed trains 269 and 270 between Hornepayne and Manitowadge, Ont., effective with the Spring change of time (April 27, 1980). Service operated tri-weekly in each direction and consisted of one combination car attached to freight cars.

This order follows new hearings into the service; C. N. originally applied on May 3, 1971, for authority to discontinue the service. It was subsequently ordered to be continued in the public interest. VIA Rail operation became effective April 1, 1979; however, it is the R. T. C.'s view that C. N. R. continues to share responsibility. This run of 70.4 miles has between 1975 and 1978 carried only 115 to 150 passengers per year and has lost about $30,000 to $40,000 per year. Entire months are recorded in which the trains carried no passengers while a high of 17 was the best monthly patronage over the aforesaid period.

Decision and Order No. R-30574WD of March 27, 1980 determines that the passenger train service comprising trains Nos. 688 and 689 oper-

ating between Saskatoon, Saskatchewan and The Pas, Manitoba is uneconomic and orders that it shall be discontinued April 27, 1980. This follows new hearings conducted by the new Western Division of the R. T. C., the trains having been the previous subject of discontinuance applications. Service is tri-weekly with one RDC-2 unit. Recent losses (1976/1977) have been about $60,000 per year over the 338.9 miles operated (355.5 miles since abandonment in 1978 of part of the Meskanaw Sub., rerouting the train via Humboldt). Six thousand to seven thousand passengers per year have been handled with daily averages of about thirty-five to fifty. Alternative rail service and bus service operated by Saskatchewan Transportation Company plus some air service were decided to be adequate in view of the number of people using the trains in question. At the hearings a number of suggestions to improve the service, including alternate service, were brought forward. The R. T. C. in its wisdom did not perceive any of these to be worth pursuing and decided to allow discontinuance.

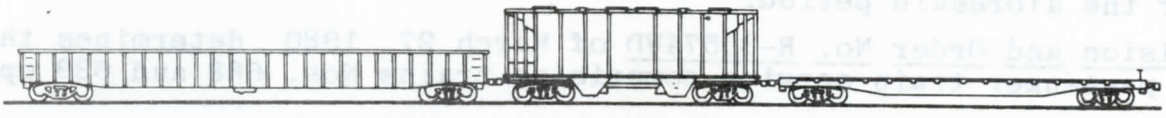
Review Committee Decision 1980-04 of April 25, 1980 dealt with applications by Transport 2000 Saskatchewan (and other persons) for a review of the Decision to discontinue trains 688 and 689 between Saskatoon and The Pas. Consideration was given to what the applicants put forth, but it was concluded that nothing could be brought out that had not already been covered. There being no valid reason found to go into the matter again, the Order was sustained.

Montreal to Regain Passenger Trains To Boston?

New interest in intercity passenger train possibilities as prompted by the F.R.A. (Federal Railroad Administration) experimental service between Boston, Massachusetts and Concord, New Hampshire has resulted in the New England Regional Commission funding a study of the need for track improvements on the Boston & Maine for a proposed passenger route between Boston and Portland, Maine. Another study will examine B. & M. track between Concord, N. H. and White River Junction, Vermont, where connections could be made with the existing Amtrak service connecting Montreal, Hartford, New Haven, New York, Baltimore and Washington. These are trains 60 and 61, The Montrealer. Massachusetts is said to be looking for an alternative to Amtrak. The M. B. T. A. will operate the experimental service for the State of New Hampshire, and may eventually use FRA purchased rail buses (one is on test now) built by Leyland Industries of Derby, England. The service will run between Concord, N.H. and Lowell, Mass. on the B. & M. where existing service connects to Boston. Thus, if service is operated between Concord and White River Jct., the link will have been restored with Montreal.

- Work crews have replaced the centre span on the Canadian National Railways bridge at Vancouver. The bridge has been out of operation since last October when it was rammed by the freighter Japan Erica in dense fog. The bridge was officially returned to service on Monday, March 3rd.
- Canadian National Railways had a net income of $208.2 million in 1979; up $72.1 million from the previous year.
- Canadian National is in the process of laying new welded rail on the Grimsby Sub. running eastbound from the depot; the rail is to be installed at a later date.

--Doug Page



SOCIETY NEWS AND COMING ACTIVITIES by Ed Campbell

Member Dave Stremes, who is producing the 1981 UCRS Calendar, is still urgently in need of suitable pictures of steam, diesel and traction action. Prints should be glossy 8"x10"'s or extra clear 5"x7"'s. Send your contribution to him at 136 Holland Ave., Ottawa, Ont. K1Y 0Y4. Format suggestions for the calendar are also welcome. Members wishing to discuss the calendar may call Dave at (613) 729-7850. It is hoped to have the calendar ready for sale as soon as possible so that it can be sold at events well before 1981.

For a future publication we require good quality 5"x7" or 8"x10" black & white photos of CNR 6060; in action, or at the roundhouse. Forward photos to Ron Layton, Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont. M5W 1A2.

Don't forget to contact Toronto Alderman David White if you are interested in preservation of the CPR West Toronto Station. Also, write to the Canadian Transport Commission at once if you are interested in the fate of the CNR St. Clair Ave. Station in Toronto.

The UCRS trip "Autumn in Altoona" has been sold out.

There are still some tickets available for the UCRS bus trip to Havelock, Ont., with return to Toronto by Budd cars over the CPR Havelock Division. This should be a very enjoyable day's outing, visiting Lindsay and Peterborough as well; see flyers attached to May and June Newsletters. Accommodation is limited, so order right away.

The UCRS has organized two street car trips: 1: Sat., Aug. 9th, using overhauled Small Witt 2766, and starting at McCaul Loop (just north of Queen) at 10:30 a.m. Fare $11.50 adult, and $8.00 child. 2: Sat., Sept. 13th, evening trip using Large Witt 2424 and departing from Queen and York Sts. at 6:30 p.m. Same fares as Trip 1. Both trips include rest and photo stops. Order tickets from the UCRS, P.O. Box 42, Station D, Scarborough, Ont. M1R 4Y7. See flyers attached to May Newsletter.

Three Cape Race (UCRS #13) trips are planned for the Fall, using regular trains: 1. A weekend in Chicoutimi, Quebec, at $390.00.
2. A weekend in Belleville, Ont., at $175.00.
3. A day trip to Windsor, Ont. at $75.00.
These trips depart from and return to Toronto. If the prices given seem high, do not forget that you are in your own private car, all accommodations and meals are included as well as rail fare. Drop a line now to UCRS, P.O. Box 42, Station D, Scarborough, Ont. M1R 4Y7, indicating your interest in one or more of these trips. See flyer attached to June Newsletter.

--Friday, July 18: Regular Toronto meeting at the Strollers' Club, 92 Adelaide St. West, Toronto. The entertainment will consist of members' 8mm edited movies (subject to someone providing a projector), and members' 35mm edited slides (limit 25 per member). Doors open at 7 p.m.; please be there early if you are contributing to the program.

--Saturday, July 19: UCRS CNR 6060 trip to Niagara Falls and return; leave Toronto Union Station at 9:45 a.m., returning at 8:15 p.m. See flyer attached to June Newsletter.

--Saturday, August 9th: Street car trip (see above).

--Sunday, August 10th: Havelock trip (see above).

--Friday, August 15th: Regular Toronto meeting at the Strollers' Club, 92 Adelaide Street West, Toronto. Program will consist of members' edited 16mm movies and other interesting 16mm films. Doors open at 7 p.m.; please be early if you have a film to show.

1980 NRHS NATIONAL CONVENTION
JULY 23-27

TORONTO RAIL 1980

Perhaps the greatest rail enthusiast gathering that Toronto has ever seen will occur this month in the form of the NRHS National Convention, with headquarters at the Royal York Hotel. Space does not permit a detailed listing of all events, but the highlights are listed herewith:

--Wed., July 23: TTC Subway Tour (special train), 2½ hours, includes Wilson Shop Tour. Lv. Union 1 P.M. Fare $10, adults and children.

--Thurs., July 24: 6060 trip to Niagara Falls, shuttle bus to Falls area. Lv. 8:45 A.M., ret. 6:15 P.M. Fare $44.00 adult, $41.00 child.

--Thurs., July 24: TTC Moonlight Tour, three Peter Witt cars. Lv. York and Wellington 9:30 P.M., ret. 11:45 P.M. Fare $8.00, adults and children.

--Fri., July 25: GO Transit bi-level excursion, 155 miles, Willowbrook Shop tour. Lv. Union 9:45 A.M., ret. 4 P.M. Fare $22.00 adult, $20 child.

--Fri., July 25: Annual Banquet, 7 P.M. Royal York Hotel Canadian Room, $20.

--Sat. July 26: 6060-FPA-4 trip to Washago via Bala and Newmarket Subs. using ex-Reading Crusader equipment. Lv. Union 8:30 A.M., return 6 P.M. Fare $44.00 adult, $41.00 child.

--Sat. July 26: TTC Moonlight Tour, three Peter Witt cars. Lv. York and Wellington 9 P.M. Fare $8.00 adults and children.

--Sun. July 27: TTC Three-Generation Streetcar Tour. Lv. York and Wellington 8:10 A.M., ret. 12:15 P.M. Fare $9.00 adults and children.

--Sun. July 27: TTC Three-Generation Streetcar Tour (different routing from morning trip). Lv. York and Wellington 1:20 P.M., ret. 5:30 P.M. Fare $9.00 adults and children.

--Sun., July 27: TTC Trolley Coach Tour. Lv. Bay and Front 1:30 P.M., ret. 5:30 P.M. Fare $8.00 adults and children.

As all ticket orders closed on July 7th, readers interested in the above trips should inquire as to whether space is available at the Convention Registration Desk, to be located on the Main Mezzanine, Royal York Hotel.

ALL PRICES QUOTED ARE IN U.S. FUNDS, OR CDN.FUNDS PLUS EXCHANGE.

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