

CTC LINDSAY-HAMILTON ABANDONMENT
HEARING

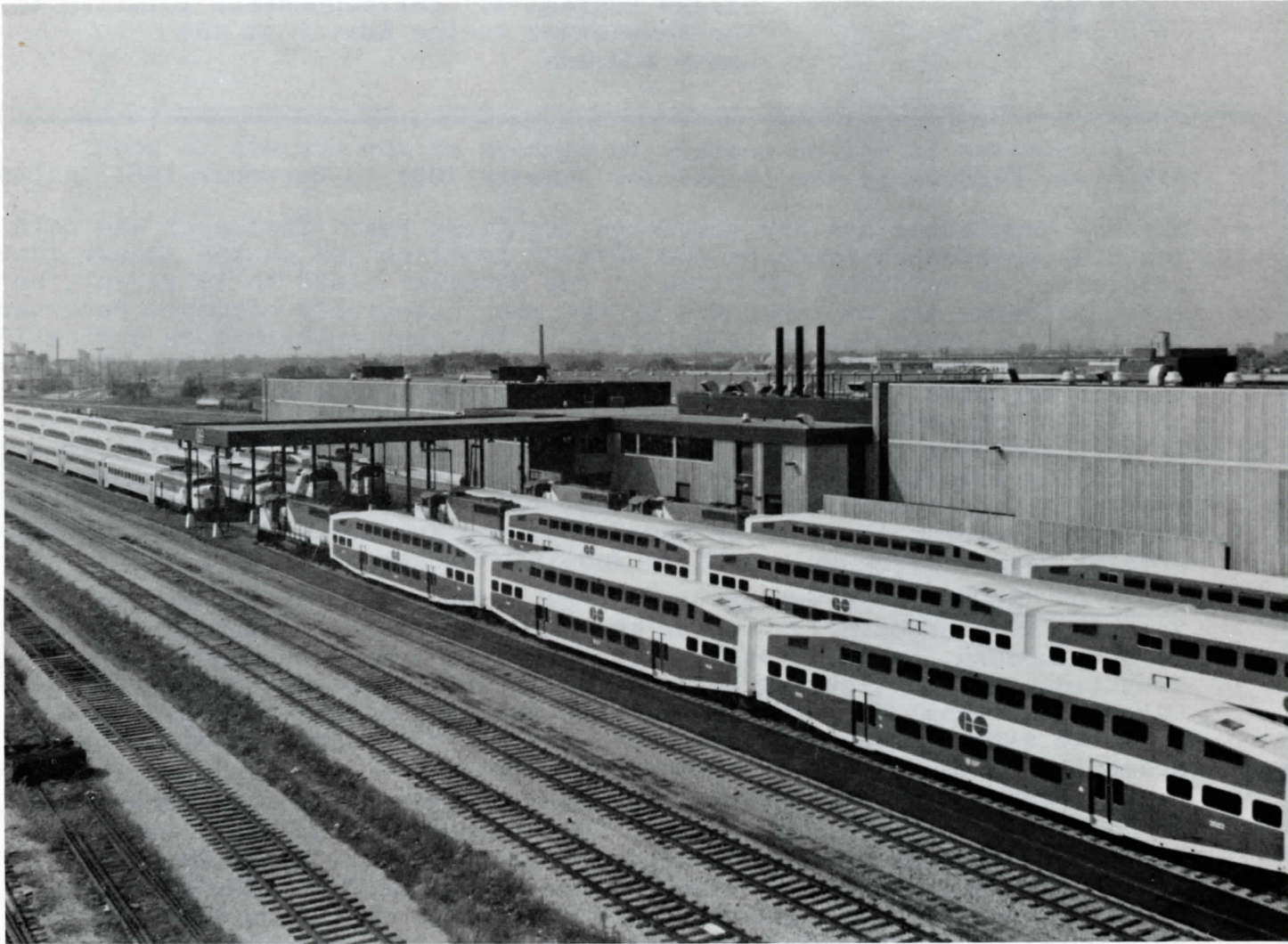


Newsletter

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Willowbrook

UPPER CANADA RAILWAY SOCIETY
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The Newsletter is mailed monthly to members of the Society in good standing. Membership fee is \$17 for January 1981 to December 1981 inclusive.

The new Newsletter has now completed its first year. That year has held a few disappointments (such as the abysmal printing job on the August issue cover and the enforced reduction of the November issue to 14 pages), but these setbacks are overshadowed by the many favourable comments received by the Editors. Appreciation is extended to the many contributors during 1980, and multiple thanks must go to those who provided items on a regular basis through the year. Comments and suggestions are always welcome, as are items of news or observations from your area. One type of contribution of which it is hoped that 1981 will produce more is members' personal trip reports. One of the principal satisfactions in the railfan hobby is sharing knowledge and experiences with others, while receiving what others have to impart in return; it is to be hoped that the Newsletter will to a still greater degree serve as a vehicle for this exchange.

QUOTE OF THE MONTH--(From an article on deregulation in the Metropolitan Toronto BusinessJournal): "Given the leeway to freely negotiate rates with customers, Canada's railways have become a model for efficient operation for the troubled rail system of the U.S.A. Yet it took the Canadian National and Canadian Pacific Railways a full 17 years to move from the closely regulated system of 1957 to full implementation of selective rates for each customer and commodity".

CLARIFICATIONS AND CORRECTIONS--Limestone Quarries Ltd. (December issue, P. 7): This item should have read: "The locomotive was built in September, 1959 as GMD Demo(nstrator) unit 800" (not Devco Ry.).

--CP Rail modifications (November issue, P.6): GP35's 5002-5025 total 23 units (not 24 as stated) as 5018 is missing; upgrading list (P.7): 1514 outshopped Sept. 19 (not Sept. 13); Note 'D': S412 had minor fire at Alyth Yard, not Winnipeg.

-The article in the November issue on the new train control system on the British Columbia Railway was unfortunately so phrased as to give the impression that the entire system was to be operational by the end of this year. While the introduction of the permanent system was expected to begin in the latter months of 1980, following a five-month trial in which interrogator units had been installed on three locomotives, the full Vancouver-Lillooet installation is not expected to be complete until January, 1982, at which time it will go into service with the existing control system. If the new installation proves itself, it will take over as the principal operating system in October of that year.

COVER: GO Transit's recently-opened Willowbrook Shops, looking west from the new Islington Ave. overpass.

--MTC photo


TRANSIT:

THE NEW

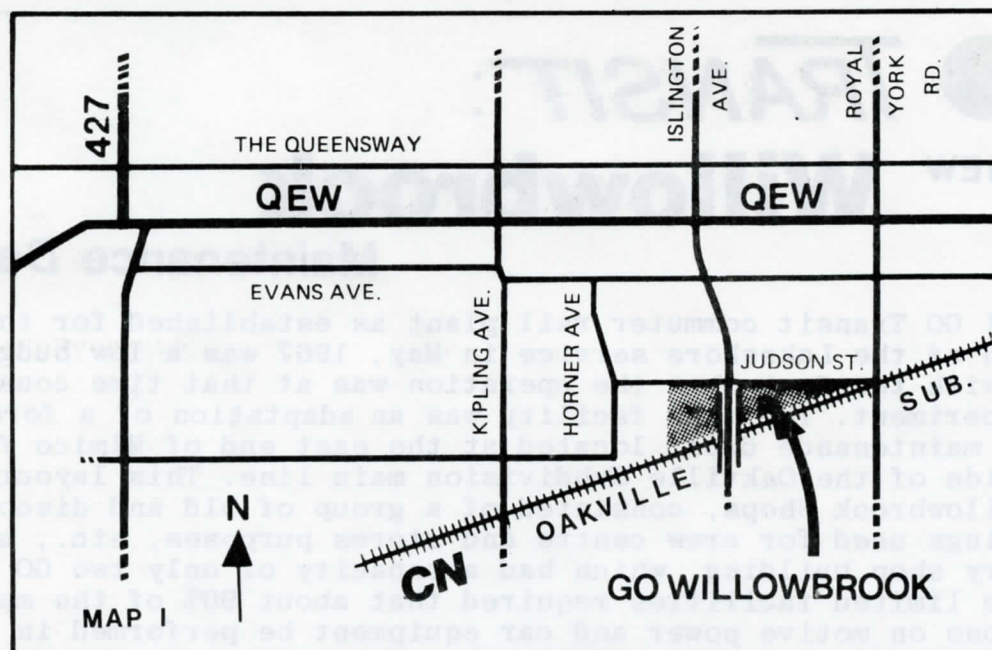
Willowbrook

Maintenance Depot

The original GO Transit commuter rail plant as established for the inauguration of the Lakeshore service in May, 1967 was a low budget one, in keeping with the fact that the operation was at that time considered to be an experiment. The shop facility was an adaptation of a former CNR freight car maintenance depot located at the east end of Mimico Yard, on the north side of the Oakville Subdivision main line. This layout, the original Willowbrook Shops, consisted of a group of old and disconnected frame buildings used for crew centre and stores purposes, etc., and a small masonry shop building, which had a capacity of only two GO Transit coaches. The limited facilities required that about 90% of the maintenance functions on motive power and car equipment be performed in the open, with efficiency obviously affected by weather conditions. The Willowbrook facility was tailored to the original GO Transit equipment complement, consisting of eight locomotives, nine self-propelled cars and 40 non-powered cab cars and coaches.

The roster additions which had been made by 1975, together with the prospect of a large new fleet of bi-level coaches and additional motive power, made it abundantly apparent that a totally new and much expanded service depot was urgently required for the rail system. Accordingly the Toronto consulting firm of Cole, Sherman and Associates was commissioned to analyze the entire rail equipment maintenance function, to determine its requirements, and to design a new facility appropriate to those requirements. After some consideration of other locations, TATO purchased from CN for \$3.9 million a 40-acre area of Mimico Yard lying to the immediate west of the original Willowbrook facility and straddled by the new Islington Ave. extension overpass (see accompanying Map 1) which, incidentally, provides an excellent railfans' vantage point. For this location Cole, Sherman designed a 130,000 square foot service and maintenance building (see Map 2) incorporating the following principal elements:

- A two-track diesel locomotive shop, in the east end of the building, capable of accommodating four units under normal maintenance situations and having a crush capacity of up to six locomotives.
- A three-track coach shop, in the west section of the building, containing a drop pit for the removal of car trucks for service or repair, this facility also having a normal four-car capacity and the ability to handle up to six units if required.
- At the north-west corner of the building, a single track semi-automatic wash bay, specifically designed for the over-height bi-level cars; the bay also has a wheel pit where wheel and axle sets can be changed out on cars while they remain in unbroken train consists, without their having to be switched out and sent to the coach shop.
- A 1000-foot long through track "progressive maintenance bay" running the full length of the north side of the building and able to accommodate a full 10-car train with power units on both ends between the end doors of the facility. The concept of progressive maintenance involves a regular eight-day cycle of regulatory inspections and preventive action for complete train consists with the benefit of indoor conditions. The capability of accommodating a 10-car coupled consist in the shop eliminates the time and expense of switching out equipment for lighter maintenance functions. Progressive maintenance can be performed on trains



during mid-day, between peak hour schedules, permitting high equipment availability to service those schedules.

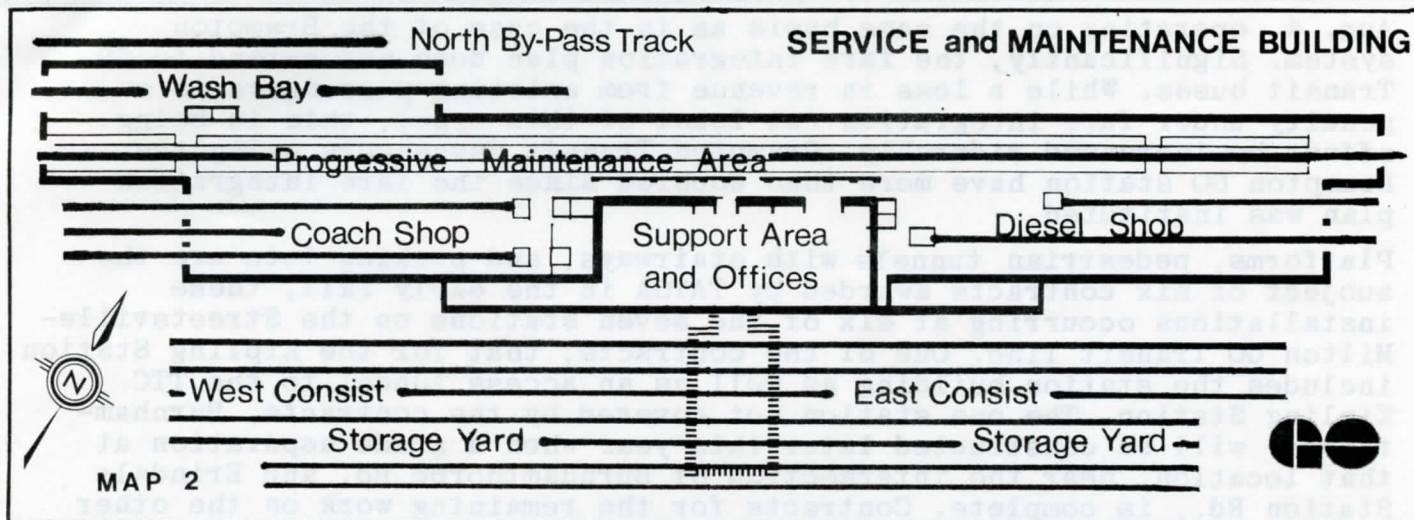
- A control centre having the functions of placing trains in the yard and calling them out for service.
- A general office and support area in the central portion of the building, separating the diesel shop and the coach shop, housing administrative offices, crew lunchroom and rest facilities and support shops for pipefitting, carpentry, welding and electrical repairs.

A special feature of the shops building consists of its energy saving equipment installations. The lighting systems in both office and shop areas are designed to operate at either full or half lighting levels depending upon the work being undertaken. Most operations that are not visibility critical can be carried on under 50% lighting conditions. The shop areas are illuminated by high pressure sodium lamps which generate more light per watt consumed than any other light source, requiring fewer fixtures than other forms of installations. About 65% of the heat generated within the building is entrapped by roof mounted recovery units for recirculation, including heat from locomotive exhausts in the diesel shop.

In addition to the principal service and maintenance building, the 40-acre layout accommodates a seven-track storage yard having a 14-train capacity and located immediately south of the building. A canopy extending over the tracks from the shop building (see dotted outline on Map 2) breaks the yard area into an "East Consist Storage Yard" and a "West Consist Storage Yard". The canopy provides electrical connections to trains stationed in these yards, enabling locomotives to be shut down to reduce noise and conserve fuel. East of the East Consist Storage Yard is a fuelling area having capacity to service four locomotives or auxiliary power control units simultaneously, dispensing diesel fuel at a rate of 220 gallons per minute.

Finally, some 900 feet east of the shop building and adjacent to the fuelling centre is a 12,000 square foot one-storey Crew Centre building which contains rest, recreation and dining areas for train crews, in addition to a crew dispatch office.

The new Willowbrook layout is owned outright and administered by TATO, although maintenance continues to be performed by CN forces under contract; some 200 CN employees are assigned to Willowbrook, including shop, operating and supervisory personnel. The \$17 million facility



(exclusive of land costs) is fully adequate to perform maintenance for the current GO Transit roster of 25 locomotives, nine ACPUs, 80 bi-level coaches and 123 single level coaches. Construction began in Sept., 1978 and operations began to be transferred from old Willowbrook in Dec., 1979, by which time the facility, except for the East Consist Storage Yard, had been completed; work on the latter yard began in Feb., 1980 and was completed in Sept. With the placing in service of the East Yard, the new Willowbrook layout contains no less than seven miles of storage and fuelling tracks.

Formal Opening- Although the new Willowbrook Yard and Maintenance Facility had come into full operation in Sept., the date of Friday, Nov. 7, 1980 was chosen for the official opening of the facility. At 2 P.M. that day a bi-level train broke through a ceremonial banner as it emerged from the shop's progressive maintenance bay, with the proceedings jointly presided over by the Hon. James Snow, Ontario Minister of Transportation and Communications, and TATO's Chairman Louis H. Parsons. These gentlemen delivered short speeches from the rear platform of a CN business car, specially loaned for the occasion, then declared the depot officially open and gave the signal for the banner breaking. Interestingly, the business car and a VIA club lounge car had been used at 10 A.M. that morning for TATO's regular monthly meeting, which, despite the limited available space, was open to the press and public as usual.

In summary, the new Willowbrook maintenance facility is one more indication of the determination of the Ontario Government and the TATO Board to provide the Toronto area with a commuter rail and bus service that is thoroughly modern and reliable, and an example to be emulated elsewhere. The installation has been conceived and executed in the manner and spirit of the new Union Station commuter concourse, the rebuilding and expansion of the Lakeshore line station facilities, and the innovative bi-level car design. Acknowledgement is made to TATO for the information presented in this article.

MORE



NOTES

While fare integration with the TTC remains the tour de force for future accomplishment, the Toronto Area Transit Operating Authority has entered into such arrangements with two smaller transit operators whose routes feed GO Transit commuter trains. The first instance of this was with Brampton Transit, inaugurated in Oct., 1979 and expanded on July 2. Local bus passengers transferring to or from GO trains at Brampton or Bramalea stations may ride the bus free, with all types of rail tickets, other than the family pass, honoured on Brampton Transit. Fare integration with Oakville Transit commenced on

Aug. 4, operating on the same basis as in the case of the Brampton system. Significantly, the fare integration plan does not extend to GO Transit buses. While a loss in revenue from existing passengers is a penalty under fare integration (at least of this type), this is being offset by increased ridership: Brampton Transit passengers using the Brampton GO station have more than doubled since the fare integration plan was instituted.

Platforms, pedestrian tunnels with stairways, and parking lots are the subject of six contracts awarded by TATO in the early Fall, these installations occurring at six of the seven stations on the Streetsville-Milton GO Transit line. One of the contracts, that for the Kipling Station, includes the station building as well as an access tunnel to the TTC Kipling Station. The one station not covered by the contracts, Burnhamthorpe, will be constructed later this year when a grade separation at that location, near the intersection of Burnhamthorpe Rd. and Erindale Station Rd., is complete. Contracts for the remaining work on the other five stations will be let in the Spring to assure completion of the total project in time for the scheduled Fall commencement of service. Contracts have also been awarded for parking lot expansion and access road improvements at Guildwood and Clarkson Stations on the Lakeshore line, which will expand parking supply at these locations to 874 spaces and 1319 spaces respectively.



Canadian Transport
Commission

FATE OF LINDSAY-HALIBURTON LINE HANGING IN THE BALANCE



The Canadian Transport Commission conducted a three-day hearing in Lindsay during September to inquire into the CN application to abandon its 55-mile Lindsay-Haliburton, Ont. branch. Victoria and Haliburton Counties are hoping to tilt the scales in favour of a denial decision by carrying out a joint feasibility study of a tourist passenger operation on the line. The results of the study were hoped to be ready for submission to the Chairman of the hearing prior to his rendering a decision on the railway's application. Probably of more weight, however, will be the testimony presented by an impressive list of some 40 witnesses, many of whom pointed to the future importance of this line of railway to promoting logging, mining and general industrial growth over coming years in the territory served by it, particularly as rising fuel costs make the trucking alternative less attractive.

Evidently to the considerable surprise of CN officials at the hearing, spokesmen for a number of local companies testified that they may have need for rail service in the not too distant future. An official of Martin Lumber Co. in Harcourt indicated that the company's production of wood chips will reach about 1000 tons daily by year's end and that rail transportation will be more economical than truck if Western European markets develop as anticipated. Several other lumber companies in the Haliburton area would prefer to use rail service and switched to trucking only when CN discontinued service north of Kinmount in April, 1978 owing to a washout that had occurred some time earlier five miles north of that community. Testimony presented at the hearing indicated that limited repairs made in the washout area in the Fall of 1977 had been adequate to meet the maximum load limits on the line. St. Joseph's Exploration Canada Ltd. is investigating an area centred on Kinmount and hopes to determine within the next two years whether there are significant mineral deposits; rail service would make the mining of low grade ore financially viable. It was also learned during the hearing that the Provincial Government, also an opponent of the proposed abandonment, has studies in progress looking at the potential for mineral and aggregate mining and logging, among other industries, in the territory served by the Lindsay-Haliburton

line. It was noted during the hearing, incidentally, that no train has operated on the CN line between Lindsay and Peterborough in over a year.

--David Hales

URBAN TRANSIT AUTHORITY



VANCOUVER:

LRT BEING ELBOWED ASIDE BY "ALRT"

Although not yet accepted by the Greater Vancouver Regional District, the British Columbia government has announced that it has chosen the Urban Transportation Development Corporation's linear induction motor powered Intermediate Capacity Transit System for application in the Vancouver area. This system, into the development of which some \$70 million of Ontario taxpayers' money has already been ploughed, has been pushed by B.C. Municipal Affairs Minister William Vander Zalm following a visit to UTDC's Kingston, Ont. test centre by an 18-man delegation from the west coast Province in mid-October. On this occasion UTDC officials met the visitors at the Toronto Airport with an Orion bus, in which they were transported to Yorkdale Station on the TTC Spadina Subway line, on which the delegation was treated to a sample of HRT, followed by a test ride on a CLRV. UTDC said that it wanted to give the westerners some "sense of scale" before they looked at the ICTS at Kingston the next day.

After the inspection at the test centre, the B.C. officials were reportedly impressed by the low noise level of the steel wheel on steel rail operation although certain municipal representatives worried about the acceptability of the concrete elevated structure, and the apparent lack of possibility of adapting it for HRT operation in the future, should traffic demands dictate such conversion. The Provincial representatives were obviously less concerned about practical details of this sort and were dazzled by the promise of between \$50 million and \$100 million of Federal Government aid if the ICTS mode was chosen for Vancouver.

The planned first line for the west coast city, which would cost some \$290 million, would be the first phase of what would be an ultimate \$650 million system (conventional LRT for the first line was estimated at \$230 million). The first route would be scheduled for completion in 1986, in time for Transpo 86, an international transportation exposition to be held in Vancouver that year. The 15-mile route would have its downtown terminus at the site of the new Convention Centre on the waterfront, from which it would pass under the central business district in a bi-level subway (one track over the other) using an old CPR tunnel under the alignment of Dunsmuir St. The line would emerge on the north shore of False Creek at the site of the new indoor stadium and the B.C. Place Fairground and then proceed on elevated structure through Burnaby to New Westminster. Two branches, probably to be constructed as part of the first phase at an additional \$50 million cost, would carry on to Surrey and Coquitlam. The system would be expanded later to Port Moody and Port Coquitlam.

The project would be constructed by the B.C. Urban Transit Authority, which has been advanced \$50 million in working capital. The Province would bear two-thirds of operating deficits, and wants the Greater Vancouver Regional Municipalities to bear the other one third, financing it through property taxes, a gas tax and hydro bills. The Provincial Government is pressuring the GVRD municipalities to agree finally to the cost sharing arrangement by Feb. 1.

The B.C. choice of the ICTS technology has been encouraged by the Ontario Government's willingness to put up a \$300 million performance bond and a five-year "money back" warranty guaranteeing successful operation of the Vancouver installation. The Urban Transit Authority has dubbed the ICTS the "ALRT" (Advanced Light Rapid Transit). It uses Automatic Train Operation with small cars seating 28 passengers with standee capacity for 55 (77

Correspondence

Dear sir:

Received my membership card, three issues of "Rail and Transit" and September "Newsletter" which I enjoyed very much, especially the article on the Peter Witt cars. I am old enough to remember seeing and riding in this type of street car in Detroit, where I lived and worked from 1920 to 1929. I was born in Lansing, Michigan and lived there for several years. The main line of the Grand Trunk Railway ran through Lansing on its way from Chicago to Port Huron, Mich. where its double-track line ran under the St. Clair River to Sarnia, Ontario on its way to Toronto and Montreal; this was the first under-water international railway tunnel built in the world - 1890. As there are so many miles of railway of the subsidiary-owned lines operating in the United States of Canadian National and Canadian Pacific Railways, such as Grand Trunk Western, The Soo Line, and Duluth, Winnipeg & Pacific, it would please me and other U.S.A. members to see articles concerning these very important Canadian properties operating here in our country. An article on those two famous international passenger trains of the Grand Trunk Railway, the "Maple Leaf" and the "International Limited" should be of mutual interest to both Canadian and U.S. railfans.

--Raymond F. Nichols, UCRS No. 2269, Los Osos, California

Dear Stuart:

In reviewing the July, 1980 issue, perhaps you'd want to make a correction, if it hasn't already been done. You mention on Page Six that only one second-hand RDC-2 was purchased from the Lehigh Valley Railroad (the latter's No. 49). Please make note of the fact that CP 9116 (later 9306) was originally Lehigh Valley 41, and not 49. LV had two cars, 40 and 41. The 40 was an RDC-1 and it became Reading Co. 9163, where it still soldiers under that number, albeit under the SEPTA logo here. Also note August issue, Page 13, CP 9049, VIA 6124, not ex-LV 41.

Keep up the excellent work on your Newsletter. As one who is interested in Canadian railroading, it comes each month just full of valuable material to keep me abreast.

--Robert L. Eastwood, Jr., Huntingdon Valley, Pa.

Upper Canada Railway Society

Attn: Mr. Peter F. Oehm, President

On behalf of the Toronto Rail 1980 Convention Committee and Geoff Gerstung, Convention Co-chairman, please accept our sincere thanks and appreciation for the assistance and help rendered by UCRS and its members in making our convention the success it was.

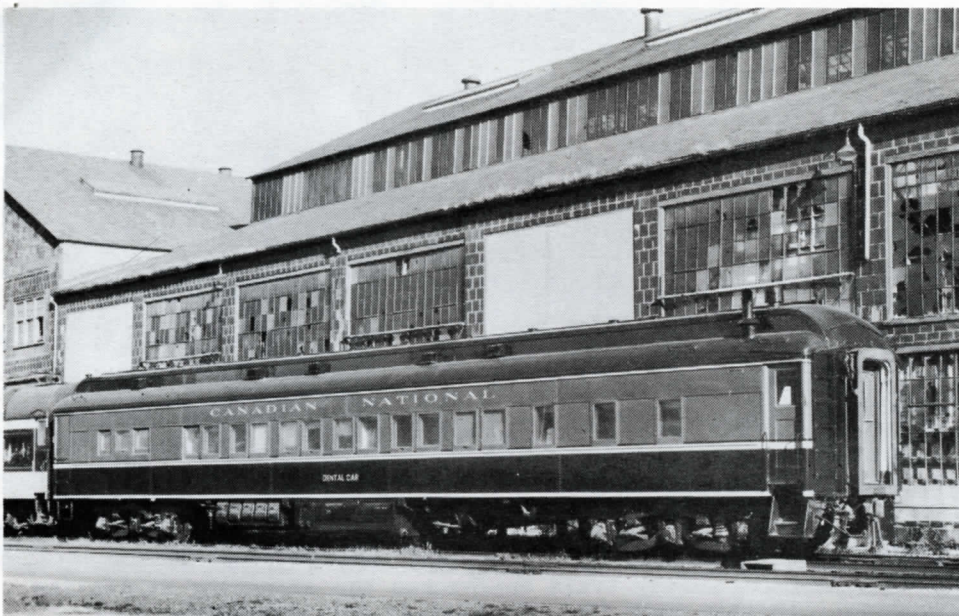
In addition to the copies of your fine publications which were distributed to our conventioners, we were especially appreciative of the staffing of CN 6213 in order that all may see and enjoy it.

--Albert D. Kerr, Convention Chairman, and President, Buffalo Chapter, NRHS, Buffalo, N.Y.

crush) in trains of up to four cars. Two linear induction motors are mounted on each car, below the trucks, aligned with a 12-inch wide iron LIM rail having an aluminum cap. The car trucks have 18-inch wheels and radial (steerable) axles. Conventional features include 600 volt D.C. traction power distributed by means of a third rail and standard 85 lb. running rails, laid to standard gauge and continuous welded. UTDC plans to receive bids from Hawker-Siddeley and ITT Canada Ltd. of Guelph, Ont. to construct rolling stock and other system components. It is anticipated that a high percentage of the other contracts will be placed with B.C. firms.

Meanwhile, newly elected Vancouver Mayor Michael Harcourt appears to be a "Doubting Thomas" in respect to the ICTS technology, even after an early December visit to the Kingston test centre in the company of two representatives of Vancouver citizen groups together with the head of the Vancouver transit workers' union. Although he said that he was impressed with the apparent competence of UTDC, he remained concerned about the driverless aspect of the trains and the fact that they are not presently in use anywhere. He was quoted as saying that the ICTS could be "a major Canadian technology or a major Canadian bust". He continues to want to compare the "ALRT" with conventional LRT, referring to a "German system" (presumably DuWag cars), and to have a decision on technology made by the GVRD during January. The latter is awaiting the results of a \$30,000 study comparing the ICTS with LRT and in the meantime has authorized its staff to start acquiring the right-of-way for the first line, whatever technology is used.

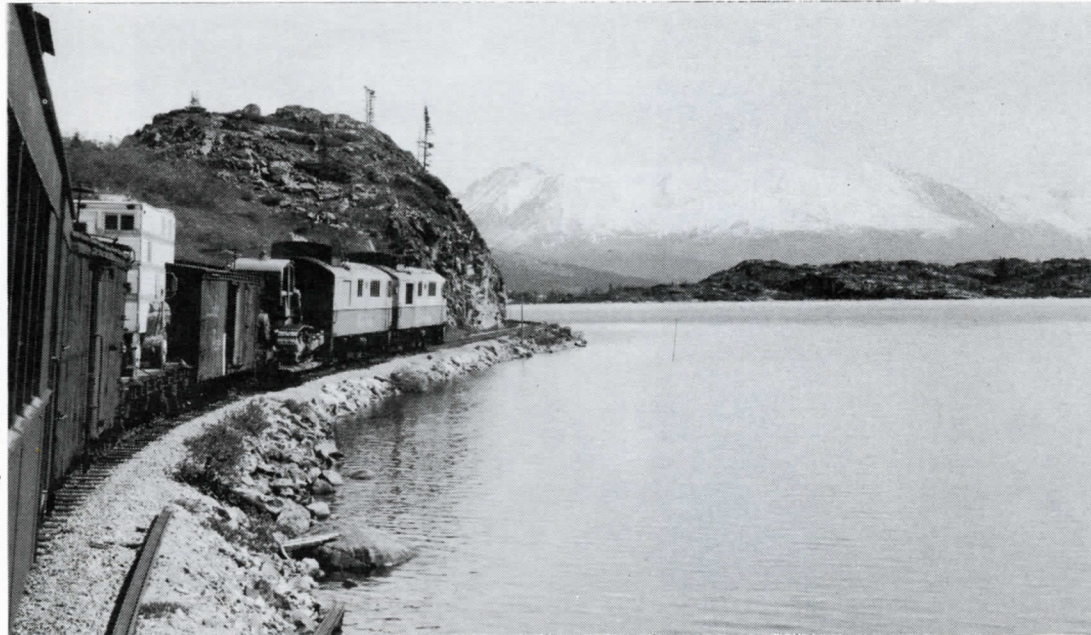
The B.C. Government has also decided to purchase the equipment required to enable it to institute a commuter rail operation on the CP Rail line from



--John D. Thompson photo

This CNR Dental Car is a recent acquisition of the CRHA Harbourfront Museum, Toronto. It's the former steel-sheathed sleeper "Canmore", built by Barney & Smith circa 1910 for the Canadian Northern, and converted to a Dental Car in 1952. Until recently, cars such as this provided dental services to remote northern communities on both CN & CP.

--Photo by Ted Wickson



WP&Y Train No. 1 wends its way alongside a lake in British Columbia, a few miles west of the International Boundary. If financial aid to the troubled WP&Y is forthcoming, passengers will continue to enjoy such views from the classic open platform coaches. June 26, 1974.



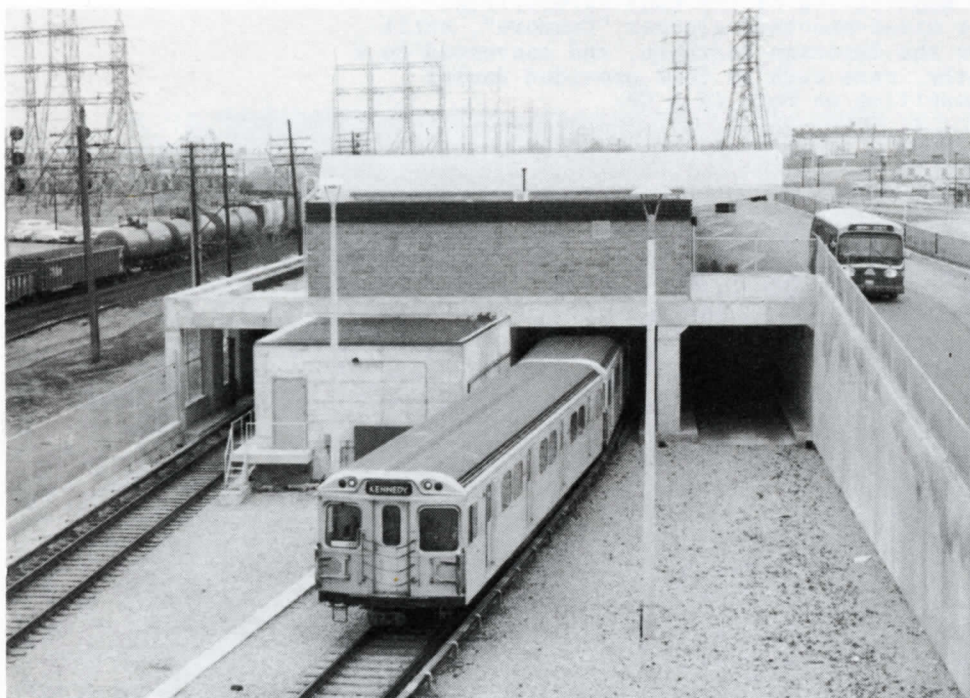
--UTDC photo

A UTDC ICTS test vehicle undergoes trials at the corporation's Kingston, Ontario test centre. This is the type of transit system which may be installed in Hamilton and Vancouver.

--TTC photo by Ted Wickson



A westbound TTC subway train approaches the crossover at Kipling Terminal, in this view from the Kipling Ave. overpass.



--TTC photo by Ted Wickson

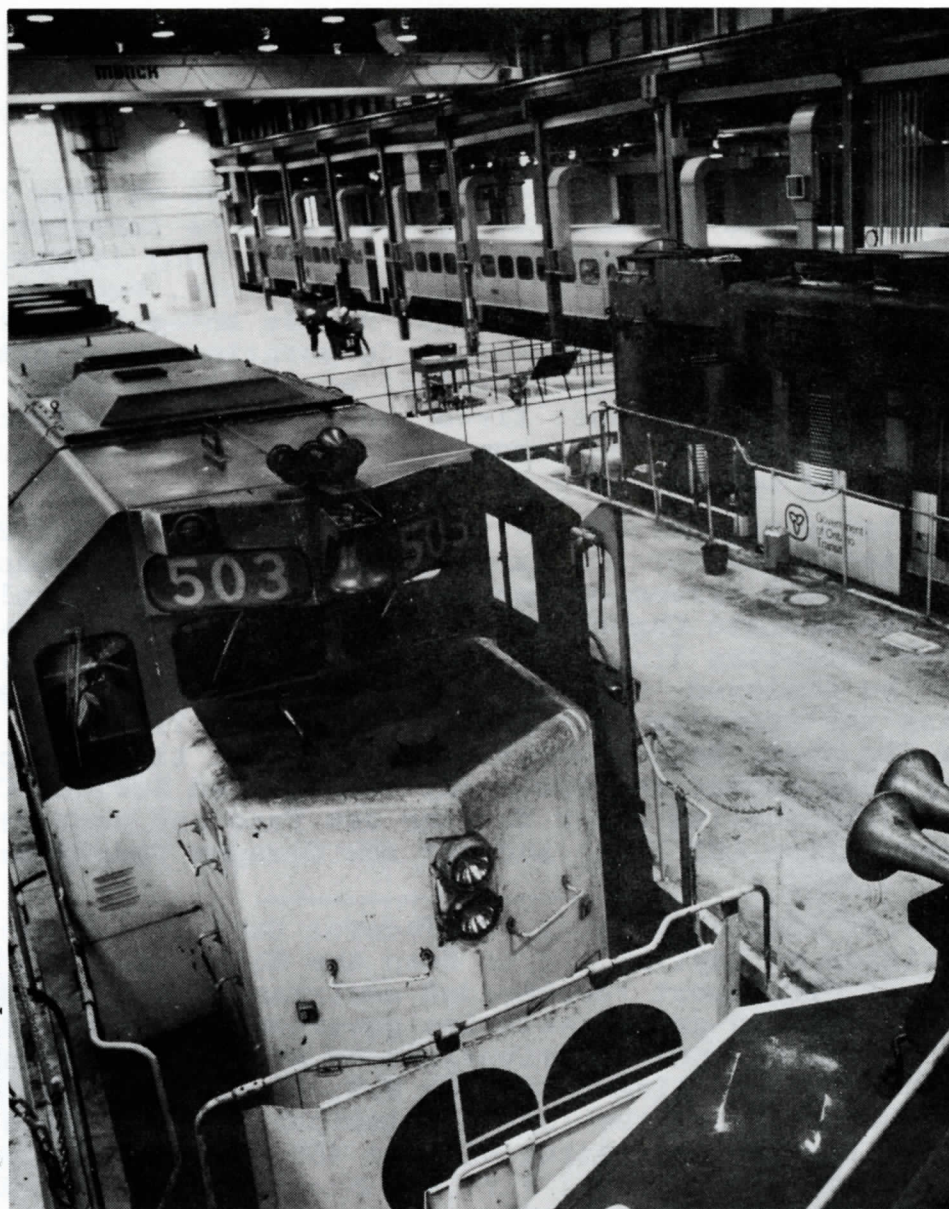
The TTC's recently-opened (Nov. 22) Kipling Terminal, western terminus of the Bloor-Danforth Subway. Note the CPR Galt Sub., left, the future LRT platform on the upper level of the station, and the bus bays and ramp.



--Photo by John D. Thompson

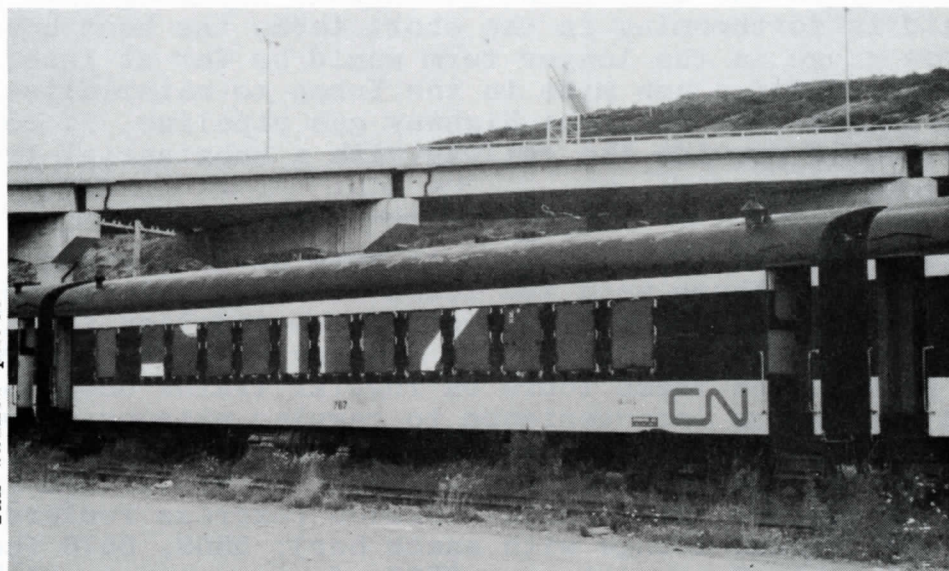
The TTC's Kennedy Terminal, shortly after opening, looking southwest from the Eglinton Ave. overpass. The SLRT ramp is completed except for parapets; work has begun on the LRT platform walls, while material for covering in the roof awaits installation. CNR Uxbridge Sub. in foreground, pedestrian entrance and substation structure behind ramp.

--GO Transit photo



The interior of GO Transit's new Willowbrook Shop.

--Ian Walker photo



Eleven years after the demise of the trans-Newfoundland "Caribou", much of the train's equipment remained in storage on the island, albeit in deteriorated condition. Coach 767, at St. John's, Aug. 26, 1980, is typical. Some of the cars are used in work train service.

Vancouver to Coquitlam and Pitt Meadows. No other details are available at present.

UTDC has been active on other fronts: 1. It is one of four organizations which are bidding on a 2.9 mile transit line to be constructed in the central portion of Los Angeles (subway and elevated) linking various transportation terminals and car pool parking lots. Proposals, which have been called by the Los Angeles Downtown People Mover Authority (sic!), have also been submitted by the Vought Corporation, Westinghouse (Skybus lives) and Otis-Matra. UTDC's technology would be the ICTS, while the other three proponents all use rubber tired wheels and conventional rotary motors. UTDC's price proposal was the lowest of the four bidders, and has been recommended by the LADPMA staff.

2. UTDC has signed an agreement with Metro-Cammell Ltd. of Birmingham, England, reputedly the world's largest manufacturer of urban transportation equipment. Under the agreement Metro-Cammell will become sole U.K. licensee for UTDC's Intermediate Capacity Transit System and the Ontario firm secures a new marketing link wherein joint opportunities for international projects can be explored. UTDC is currently undertaking a research contract for improving the steering capabilities of London Transport underground trains. For its part, Metro-Cammell has in recent times supplied trains for the Hong Kong subway and the newly-electrified Kowloon-Canton Railway, and has built the rolling stock for the new Tyne and Wear Metro (Britain's first new-generation LRT line) and for the Glasgow Underground.

WP&Y UPDATE - At time of writing the Federal Cabinet was expected to make an early decision on capital aid to keep the White Pass and Yukon Railway in operation. A CTC report recommended assistance in the order of \$16 million to \$18 million and a tentative government commitment was made in June, 1980, dependent upon contributions by the other governments (Yukon Territory, the State of Alaska and the U.S. Government) and by Cyprus Anvil Mining Corporation, the line's principal shipper. This company, which provides traffic consisting of some 450,000 tons per year of lead-zinc concentrates between Faro, Y.T. and Skagway, has apparently agreed to rate increases. The WP&Y Corporation claims a need for between six and 12 new locomotives to replace older power. It says also that it is willing to sell the railway to the Government of Canada. Assuming that some form of financial aid is forthcoming in the short term, the best hope for the fabled narrow gauge in the longer term would be for at least one of the current prospects for a new mine in the Yukon to materialize. In the meantime, construction of the Alaska Highway gas pipeline, if commenced in the near future, could provide the railway with a substantial traffic volume for about 3½ years.

- Via Rail's Churchill (Manitoba) tours were quite popular this past summer; most weeks, there were two tours out of Winnipeg, occupying up to two extra sleepers. Although Via deserves commendation for its promotion of the week-long Churchill tours, the company needs to ensure that in future the presence of these tours on regular trains does not result in substandard service or inconvenience to regular patrons as was the case in 1980. The following was the observed consist of Train 92, southbound from The Pas, Manitoba, on Friday, September 5: 9151, 9153 (units); 15489 (steam generator car); 222609, 222600 (express reefers); 9672 (baggage); 3032 (coach-lounge with snack bar); 5505, 5576 (coaches); 1360 (diner-lounge); Extew (sleeper 9230, four sections, eight roomettes, four bedrooms); Fortune Bay (sleeper 9231, 10 roomettes, five bedrooms); Cape Chignecto (sleeper-lounge, four bedrooms); Glace Bay (sleeper for Churchill tour, picked up from station); Chaleur Bay

(sleeper, Churchill tour, left at station and parked until Sunday evening departure for Winnipeg). The winter consist typically consists of two units, two steam generators, one or more express reefers, a baggage car, two coaches, one diner-lounge and one sleeper.

--Harlan Creighton



MORE ON THE GTW-DT&I MERGER - The battle for control of the Detroit, Toledo and Ironton Railroad began in October, 1977 when the Chessie System and the Norfolk and Western offered to buy the railroad for about \$30 million. CN's subsidiary Grand Trunk Western immediately challenged the move as detrimental to competition and countered with its own proposal to merge with the DT&I. The GTW position gained support from powerful interests including the Ford Motor Company and Procter and Gamble, in addition to the Anti-Trust Division of the U.S. Justice Department.

The Interstate Commerce Commission gave the GTW approval to negotiate a purchase of the DT&I on December 3, 1979, following an initial decision in July of that year by the ICC administrative judge favouring GTW control rather than that of Chessie-N&W jointly. The Commission viewed the GTW-DT&I end-to-end merger as preferable, resulting in maintaining competition in the Detroit-Cincinnati corridor; it declared the Chessie-N&W proposal anti-competitive, a claim made by GTW in its argument before the ICC.

In approving the GTW proposal the ICC made rulings concerning labour protection. Barring severe decline in traffic, the agreement does not allow any reduction in the work force other than by attrition. Absent from the ICC ruling were traffic protective conditions, normally included in any merger approvals. In its ruling the Commission stated "We see no need to impose traffic protective conditions on small and geographically limited carriers here for the protection of large, operationally competitive and financially healthy carriers".

Addition of the 588 miles of DT&I trackage brings total GTW mileage to 1517. The combined system is expected to increase efficiency, provide better service and produce greater financial return than the aggregate of the two railroads in independent operation. The DT&I had operated independently of its Penn Central parent, and had been well maintained, although GTW plans eventually to expend some \$12 million in track and signal improvements.

GTW is also acquiring 12 diesel locomotives (some with less than 100,000 miles of service) and 700 freight cars from the defunct Rock Island R.R.

BOMBARDIER-MLW BIDDING ON LRV ORDERS

Bombardier Limited
Mass transit division



Bombardier-MLW is making a strong effort to secure its first LRV order by bidding on several U.S. tenders. The company holds the North American rights to manufacture the rail passenger vehicle designs of B-N Ltd., a large Belgian car builder. For Buffalo, Bombardier bid (unsuccessfully) on 25 articulated LRV's with high and low level loading. Other bids by the Montreal-based manufacturer include 85 cars for Edmonton, 60 cars for Calgary, 27 for Portland, 30 for San Jose, California, and 55 for Pittsburgh, Pa.

The San Jose order is subject to final approval being received by the transit authority for the construction of an LRT line. This case of "putting the cart before the horse" is not without precedent; San Diego placed an order with DuWag for LRV's before it had construction approval for its line (if such had not been forthcoming, presumably an effort would have been made to divert the cars to Calgary and/or Edmonton). The proposed

Calgary and Edmonton orders, for that matter, are to service extensions to the respective systems which, again, have not yet been approved.

In bidding on these orders, Bombardier has an edge over UTDC in being able to offer an articulated car "off the shelf". Although UTDC has said that it plans to build an articulated CLRV, a prototype has yet to make its appearance. The other Canadian LRV supplier, Hawker-Siddeley Canada Ltd., was subject to a lengthy strike at its Thunder Bay plant during 1980. Even though the strike has been settled, H-S will be busy for at least a year finishing off the second half of the 190-car TTC CLRV order.

MEMORIES OF

THE INTERNATIONAL LIMITED

by Raymond F. Nichols

Of the four railroads that served my home town of Lansing, Michigan, the Grand Trunk Railway had the most imposing station, and to us kids, the most interesting one, because more and longer passenger and freight trains could be watched from this depot. The Grand Trunk was the only double-tracked line and the only real main line that served Lansing. Also the Grand Trunk was mysterious and fascinating to us kids, as it was an international railroad that went to what was, for us, far off and unattainable places. These places were most graphically called to our attention by large and colourful posters adorning the walls inside the station, with such intriguing names as Toronto, Montreal and Quebec City, with pictures of grand hotels and buildings. These were all advertised as being readily reached by the "Maple Leaf" and the "International Limited" on the rails of the Grand Trunk Railway and connecting lines.

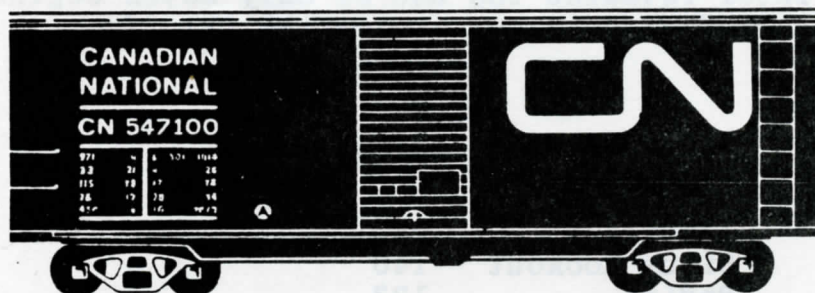
Although train watching was great at this station in the daytime, my greatest thrill was when my father set aside the rules for my bedtime hours and took me to the Grand Trunk station to watch the International Limited arrive from its Chicago terminal on its 851-mile run to Montreal. Lansing was about 225 miles from Chicago and this train would cross from the U.S.A. to Canada in a tunnel under the St. Clair River from Port Huron to Sarnia.

As the time neared for the Limited's arrival, an air of expectancy seemed to pervade the place; baggage and mail were rolled out on hand trucks to beside the tracks, the chime bell in the ticket office, actuated by the train itself, began to ring, announcing at a distance the approach of the Limited, and the stationmaster called out the name, destination and intermediate stops of the train.

Outside, with Father, I looked down the dark rails which could be seen only a short way to the west as they swung around a curve and through low hills. Finally the sky lit up above the hills from the powerful arc headlight and then one long melodious whistle sounded for the station stop at Lansing. As the long train swept around the curve and into the straight-away towards us, we turned our heads to avoid the blinding glare of the headlight and in no time the heavy engine and cars were passing us and the brakes were grinding the wheels to a halt.

The long, mostly dark train had an air of mystery for me: the few lighted day coaches up front, behind which was the seemingly unending string of dark and massive sleeping cars, while away ahead of all these cars, stood the panting huge steam engine that seemed to be impatient to be on its way again with the train on the yet long trip to Montreal. Unless the safety valve popped off, the big black engine stood, mostly silent, the only steady sound being the high-pitched whine of the steam generator of current for the carbon-arc headlight, which poured its intense blue-white beam far ahead down the four, now shining rails.

All too soon after its arrival, there was a seeming shudder in the Limited as, slowly at first, it moved out from the station platform, and with increasing speed, headed down the long straight stretch of several miles to the east, and after watching until the red marker lights on the rear of the train faded into the darkness, we, or at least I, regretfully left the station.



M I S C E L L A N Y

by Brian C. Nickle

- On Nov. 18, 1980, Toronto's Union Station was evacuated in the early afternoon after a leak of foul-smelling sulphur dioxide gas occurred. The gas leaked from some old refrigeration equipment in the building's lower level. Apparently many passengers missed VIA Train No. 83 to Sarnia, as the station was not cleared of fumes in time for its 1400 departure.
- On Nov. 17, 1980, Canadian National announced that its subsidiary CN Express would be closing half of its 70 express terminals across Canada before the end of 1981. These closures will result in the permanent layoff of 1,100 express employees. CN said that the express division is facing a projected loss of over \$50 million this year, and that it would not be able to maintain this unprofitable service.
- Canadian National has decided to re-route its Toronto to Windsor Train 421 (with the empty auto racks) between Toronto and London. Instead of operating via Bayview, Train 421 now runs via the Guelph and Thorndale Subdivisions through Kitchener and Stratford. This rerouting has been in operation since early Fall, and allows for 421's crew change to be made on the Thorndale Subdivision at London East, without adding to the congestion on the Dundas Subdivision during that time of the afternoon.
- Canadian National has received permission from the Railway Transport Committee of the Canadian Transport Commission to remove the station buildings at the following Quebec locations: Victoriaville, Coaticook, St. Agapit, Lyster, Bramptonville, Ste. Julie, Plessisville, Danville, and Warwick. In addition, the passenger shelters at Dosquet and Princeville will be removed. The CNR was also authorized to remove the agency positions at Sherbrooke, Windsor, Richmond, Acton Vale, Victoriaville, and Coaticook. Of the ten station locations where buildings are to be removed, only one will have a replacement passenger shelter, this being Bramptonville.
- In a submission to the Railway Transport Committee on Sept. 30, 1980, Conrail stated that it had received "an expression of interest from VIA Rail concerning possible passenger operations over the Canada Southern route". This is an interesting statement indeed, and it was further stated that Conrail was pursuing the matter. Currently, Conrail is only using one track of its double track mainline between St. Thomas and Windsor, with parts of the unused line having cars stored on it.
- Bombardier Inc. of Montreal has received a \$17 million order to build 20 2,000 horsepower locomotives for Cameroun. The deal was funded by the Canadian International Development Agency.



READERS' EXCHANGE

- Harold A. Jenkins, P.O. Box 335, Windsor, N.S. BON 2T0 has for sale at \$5.00 a good size 116 negative of CPR Observation Car 7900, taken almost broadside (left side) at Vancouver in 1952.

--The increase in efficiency in motive power utilization over a 40-year period is dramatically portrayed by the following three listings of CNR Toronto-Vancouver passenger assignments. The 1927 and 1947 power listings were compiled on trips taken by an early Toronto railfan and former CNR telegrapher, the late Charles Nunn. Fifteen locomotives were required for the 1927 trip (the identity of the train is not known), while a second trip recorded by Mr. Nunn 20 years later revealed the use of only seven engines. By 1967 CN was operating one pair of diesels for the entire trip from Toronto to Vancouver.

1927 trip:

<u>Engine</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
5303	Toronto	Hornepayne	574
5304	Hornepayne	Armstrong	243
5134	Armstrong	Sioux Lookout	140
5126	Sioux Lookout	Reditt	123
5297	Reditt	Winnipeg	129
5131	Winnipeg	Brandon	134
5092	Brandon	Kipling	129
5547	Kipling	Saskatoon	253
5121	Saskatoon	Edmonton	326
5156	Edmonton	Jasper	236
5119	Jasper	Blue River	133
5124	Blue River	Kamloops	142
5116	Kamloops	Boston Bar	126
5089	Boston Bar	Port Mann	115
2410	Port Mann	Vancouver	17



Engines used west of Jasper were oil burners; all locomotives used were Pacifics (4-6-2's) except No. 2410, a Consolidation (2-8-0).

1947 trip: Train No. 3, Oct. 15 ex Toronto

<u>Engine</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
6079	Toronto	Nakina	704
6002	Nakina	Winnipeg	504
6036	Winnipeg	Edmonton	800
6052	Edmonton	Jasper	236
6058	Jasper	Kamloops Jct.	272
5122	Kamloops Jct.	Port Mann	240
2502	Port Mann	Vancouver	17

Engines 6058 and 5122 were oil burners; the 6000 series locomotives were all of the Mountain (4-8-2) type.

1967 example trip. No. 3 Feb. 1, ex Toronto

<u>Engine</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
6513	Toronto	Vancouver	2775
6628	"	"	"



--George Horner

RAIL-BUS SERVICE IN THE KAWARTHAS

by David Hales

In 1979 Via Rail arranged with Travelways to have the latter's Lindsay-Peterborough-Cobourg bus service meet the trains at Cobourg. Initially the service connected with Railiners 652 and 656 to Kingston and 43-53, the LAKESHORE to Toronto. Arrivals included 651 from Kingston, 43-53, and 45-55, the BONAVENTURE from Montreal. For trains to Montreal, the bus schedule was two to four hours before train time. Ticket agents at Peterborough Bus Terminal were encouraging passengers to take the train from Cobourg to Belleville and Kingston rather than the Voyageur bus from Port Hope with its extra long wait.

But, effective last June 25, Travelways made some changes. The morning trip to Cobourg was rescheduled later to provide closer connection with 44-54, the LAKESHORE to Montreal, but the return bus trip does not wait for the trains' arrival. The noon hour service is basically the same, but the afternoon round trip was added to provide a bi-directional connection with 46-56 from/to Toronto/Montreal and 655 from/to Kingston/Toronto. The evening round trip from Lindsay-Peterborough still provides a connection with 45-55 from Montreal and 656 to Kingston.

In past years taxi service was available to and from Peterborough, first to Port Hope and then to Cobourg, on an advance notice-flat rate basis.

Close examination of the schedules reveals that an interesting Sunday or Holiday Monday trip can be had by leaving Toronto on Train 652 at 13:00 hours for Cobourg. The schedule follows:

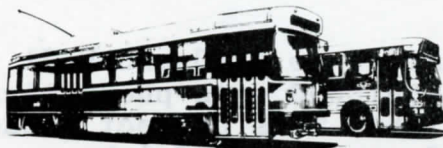
Lv.	13:00	TORONTO UNION		Arr.	20:25
Arr.	14:16	COBOURG			
Lv.	14:25	COBOURG (BUS)			
Arr.	15:30	PETERBOROUGH BUS DEPOT			
		CP RAIL PETERBOROUGH STATION	Lv.	18:20	
Except Sat.			Sun. & Hol. only		

CP Rail's Peterborough Station is only two blocks down George St. from the bus terminal.

For Peterborough area people, or for those who would like an overnight stay in the Liftlock City, there is the following schedule:

Lv.	12:55	PETERBOROUGH BUS TERMINAL			
		CP RAIL PETERBOROUGH STATION	Arr.	19:20	23:20
Arr.	14:00	COBOURG			
Lv.	14:05	COBOURG			
Arr.	15:35	TORONTO UNION	Lv.	17:30	21:30
Daily			Except.	Sun. & Hol.	Sun. & Hol. only

There is the Holiday Inn, right across from the CP Rail Peterborough Station, and the Red Oak Inn of CP fame, both situated on the banks of the Otonabee River. From June to September there are boat tours of the world-famous lift locks from the dock behind the Holiday Inn. These are examples of interesting rail/bus journeys in a scenic part of Ontario.



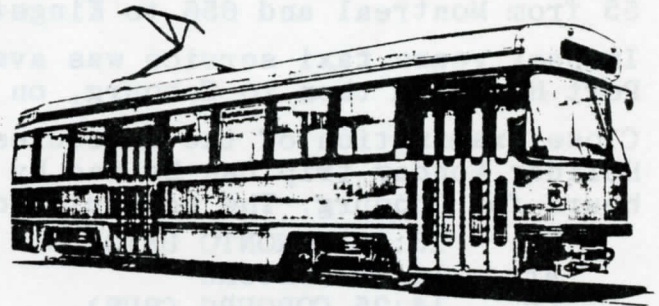
TTC NOTES

been delayed while access to CN property is being worked out and an agreement reached regarding the sharing of liability in the event of a CN derailment fouling the LRT line. The target opening date of August, 1982 now seems only a remote possibility. Some contracts are about four months behind schedule. More lost time is likely because of the lack of agreement with key landowners and the failure of the Borough of Scarborough to produce a detailed Town Centre development plan.

The light rail line had been designed to traverse the Town Centre complex in a depressed open cut, being grade separated at all roadways and passing under the parking lot of the new Bell Canada office building. While the original easement has apparently been 'protected', the influence of major landowners whose property abuts the right-of-way has prompted a complete redesign of the route through the Town Centre. An elevated structure,

● SCARBOROUGH LRT UPDATE - While several construction contracts on the 4.4-mile Scarborough LRT line were awarded during 1980, very little work has been commenced with the notable exception of the light rail platform and ramp at Kennedy Station. Work on the LRT roadbed adjacent to the CN Uxbridge Sub. has

situated closer to the retail shopping mall, is now being proposed by the TTC. Advantages of such redesign include savings of up to \$2 million in construction costs, further savings of approximately \$2 million in land acquisition and overbuilding costs, better integration with the walkway system throughout the Town Centre, enhanced visibility for passengers on LRVs as well as making the transit line a visible part of the development in the area, improving the interface between the LRT line and regional bus terminal, and finally, the elimination of many of the items presently under negotiation due to conflicts created by the original alignment. The fact that development has taken place or is in the planning stage is a positive sign that the LRT line is setting out to do what was intended--despite the problems in sorting out the best interests of all parties concerned.



Lawrence East and Ellesmere stations have also been subject to design changes as a result of a decision to grade separate the LRT line from these major streets. Midland Ave. remains as the only grade crossing on the entire route. The location and design of Midland Station have also been subject to last minute changes.

Final configuration of the 22 CLRVs to be used in LRT service will be virtually identical to that of the 'street' version. The British single-arm Brecknell Willis pantagraph has been chosen for LRT use. TTC had resisted pressure to make the LRT line accessible to the handicapped in wheelchairs and low platform loading is the pattern at all stations.

After many months of study, and in anticipation of the LRT line being extended another four miles to the Malvern town site in northeastern Scarborough, TTC's Equipment and Plant departments have determined the service car requirements. The work vehicles include four pieces of "hi-rail" equipment capable of operation on rails or on paved streets:

- an overhead truck, essentially for maintaining the catenary overhead;
- a speed swing, which is basically a front-end loader of which the bucket can be interchanged with a crane or snow blower attachment;
- a dump truck with snow plow attachment;
- a pickup truck with crew cab.

Two 'rail only' service vehicles are needed:

- a two-car, single-ended PCC grinding train similar to W-30 and W-31 (constructed in 1976 for surface grinding) but equipped with pneumatically-controlled pantagraphs, radios and backup headlight. This project alone is expected to cost about \$210,000 and require 5000 man hours of labour.
- a general purpose, self-propelled emergency recovery and maintenance of way vehicle. This unit will be basically a locomotive with a single cab but with a number of added features: a hydraulic crane mounted on the rear of the vehicle and able to accept a cherry-picker or auger for drilling post holes; a scissor platform, hydraulically operated; a cable reel attachment; a snow plow and detachable wing blade attachment to throw snow to the right; and finally, an on-board propane powered alternator. The versatility of this unit is such that it is being designed for use on the subway system and LRT line.

A final service vehicle, in a category of its own, will be required--a rail vehicle transporter to enable CLRVs and work cars to be transported by road to other disconnected facilities (shops, carhouses, and the subway system). The projected vehicle is a tractor-trailer combination with a length of 72 feet. Transported equipment would be carried on rails mounted on the deck. Main support will be tandem bridge axle with eight tires. Gross vehicle

weight with a CLRV on board will be close to 100,000 pounds! The weight and height of the loads will necessitate a route as level as possible, avoiding most underpasses.

With the extension of the Scarborough LRT line to Malvern deemed inevitable the TTC has decided to build a temporary car service and storage area just beyond the turning loop east of McCowan Station. A larger, more permanent carhouse, shop and yard would be built later at Malvern. However, at McCowan a three-track prefabricated carhouse and four-track yard (with run-around track) have been designed. Even the span poles will be wooden. On completion of the extension to Malvern, this facility would be dismantled and sold, as would the property. Trolley museums take note! --Ted Wickson

- Last month's Newsletter suggested the possibility of a further northerly extension of the Yonge Subway. Only days after this had been penned, the Toronto press announced that North York Mayor Mel Lastman intends to propose to Metropolitan Council in January that the line be extended northerly to Steeles Ave. to ease present traffic congestion around Finch Station, the present northerly terminal (a similar consideration provided the principal justification for the extension of the Bloor-Danforth line from Islington to Kipling). The Mayor's announcement did not appear to take the TTC by surprise, as a Commission spokesman gave the press a cost estimate of between \$60 and \$70 million, while pointing out that \$20 million of this could be saved if a surface alignment was adopted. He said further that if the extension is approved by Metropolitan Council a feasibility study (including the now seemingly inevitable ritual of an environmental assessment) would take about a year to complete, and that the extension could be operational by 1985. An optimistic statement was issued by the Ministry of Transportation and Communications indicating that it sees no problem with the Province providing the standard 75% construction subsidy and that the Ministry sees the timing of the project as appropriate. The original TTC feasibility study of the Yonge Subway Northern Extension, prepared by W.E.P. Duncan in 1960, proposed that Steeles Avenue be reached in a two-phase lengthening of the line: (1) Eglinton-Sheppard and (2) Sheppard-Steeles.

- CLRV ITEMS - As of Dec. 4 cars 4077, 4078 and 4101-4114 had been delivered to Toronto following the October termination of the strike at the Hawker-Siddeley Thunder Bay plant. As of the same date, the accepted fleet comprised cars 4000-4005, 4010-4076 and 4085-4100 (89 cars). Cars 4022 and 4040 have been equipped with installations of new lower sash with sliding windows in an effort to combat excessive interior heat build-up in warm weather; further attempts to improve the ventilation system on the CLRVs will be carried out in 1981. At time of writing CLRV operation was expected to be inaugurated on the 501 (Queen) route on Jan. 4, this being the first bi-divisional route to receive the new equipment.

- The ranks of the second hand PCC cars are becoming decimated. The only Birmingham car remaining in service in mid-December (out of the original fleet of 48 cars) was 4701; 13 Louisville cars remained out of 25, 16 Cleveland Pullmans out of 50, and 15 Cincinnati cars out of 25 (not counting the 27 Cincinnati air cars, which are long gone).

--Ted Wickson

- A TTC staff report says that almost 325,000 monthly passes have been sold since their inception in May, these passes representing 21 million trips. Sixty thousand passes are sold each month. The report recommends that the price of the METROPASS be held at \$26 per month during 1981 (highest pass price of any North American transit system) and that \$375,000 be budgetted for promoting and monitoring the pass program.



MOTIVE POWER NEWS

Edited by
Raymond L. Kennedy

CP Rail -- Current Power Situation--The

leased C&O GP30 and GP35 units had their lease extended for a further 30 days, with six units kept a little longer. The last units went home on Dec. 21....Delivery of new GMD SD40-2 units was suspended in early December, as planned, at unit 5984 (35 completed out of 75 ordered) while General Motors builds locomotives for another customer. Deliveries are to resume in January, continuing until March. A change in the assignment of these units has been made. The next 20 units, 5985-6004, are to be assigned to Winnipeg, while the last 20 units will join the first 35 at St. Luc (originally all 75 were to have been St. Luc units....The new GP9y units for Toronto Yard hump were expected before the end of December. Only five units will be so assigned instead of seven; exactly how they will be utilized is not yet certain....As predicted, the 75 new units are to have an immediate effect on the remaining 244 engined units, in combination with the small traffic increase forecasted for 1981. Many units will be put in long term storage. Included among these will be most of the GMD F7A and B units, a move not previously expected. Between Dec. 21 and 31 the following units were to be tied up serviceable for the year 1981: Winnipeg-RS-3's 8432 and 8436; GM 'A' units FP7A 4030, 4031, 4034, 4035, 4036, 4037, 4038, 4061, 4063; GM 'B' units F7B 4427, 4432, 4440, 4441, 4444. St. Luc-RS-2 8407; RS-10's 8588, 8592, 8593, 8594, 8598, 8599, 8600, 8824. The following further units will be removed from service from Mar. 15 to Sept. 15, 1981: Winnipeg-GM 'B' units 4431, 4433, 4434, 4435, 4438, 4439, 4442, 4443. St. Luc-Rs-10 units 8463, 8465, 8467, 8475, 8476, 8477, 8478, 8560, 8561, 8566, 8569, 8570....Except for RS-3 and RS-10 units in yard service at Winnipeg and St. Luc, the foregoing removals from service will leave only RS-2 8400-8404, seven units for Montreal commuter service (4040, 4070-4075), seven GM 'B' units at Alyth, two of which work Alyth hump (4460, 4462), plus at most six other RS-10's at St. Luc. It is possible that the MLW 244 units will never be returned to service; it will be remembered that all of those MLW covered wagons (A and B units) were stored serviceable for such a long time in Montreal, only to be retired when efforts to return them to service were defeated by cannibalization, weather deterioration, etc., making the necessary work prohibitively expensive. Many engine blocks were transferred into unserviceable MLW RS units, returning them to operation. The GM 'A' and 'B' units stand a better chance of returning to service, as many received overhauls in 1979 and 1980 (4038 was outshopped as late as Dec. 1, 1980). Removal from service of 539 engined Alco/MLW yard switchers is to be accelerated by storing serviceable units gradually to the point where, by the end of 1981, 10 660 H.P. and 19 1000 H.P. units will have been removed from service, including those requiring major repairs.

TEN-YEAR LOCOMOTIVE PROGRAM--It appears that the first year of this ambitious program will wind up as planned with Ogden Shops turning out 10 GPy yard units and Angus producing six RS-18r road switchers (RS-18r = Road Switchers, 1800 H.P., remanufactured (not merely rebuilt). A revised and corrected list of all 1980 units will be published when final details are confirmed. The second year of the program contains a surprise in that Angus is scheduled to remanufacture only six RS-18's, in the first half of the year, following which it will process five GP9 units (Ogden had been scheduled to handle all GP7 and GP9 units). In addition, Angus will perform rebuilds on three of the six GMD 'A' units that CP Rail calls commuter units. Ogden is scheduled to remanufacture 14 GP7 and GP9 units, instead of 19 planned as reported in CP Rail News. Weston Shops will start rebuilding GMD SW1200 RS 1200 H.P. units, with eight scheduled for

1981. No other units are on the shop list for Weston, overhauls having been stopped on all Alco/MLW 660 H.P. and 1000 H.P. units. Locomotives scheduled for rebuild will not be reported until they are actually shopped, as circumstances dictate frequent changes in plans; this was the experience not only in 1980--the 1981 lineup has already been altered: 8421, scheduled to be the seventh unit in 1981 (fourth GP7), has been moved up to first spot owing to its having been involved in a collision in Alyth Yard with 5847; it was tied up on Nov. 21. Similarly, 8103 was scheduled to be the last unit for Weston but is now first, as a result of damage sustained in an accident. Any units suffering collision damage, mechanical engine defects or wiring fires would likely be substituted for scheduled units. Modifications to change road freight locomotives to road switchers will continue throughout 1981 as scheduled. All 25 5000's and about half of the 51 4200's were expected to be completed by the end of 1980, with the balance to follow.

LOCALLY--The modification of 5000's and 4200's to road switchers has reduced use of St. Luc--assigned 8700's out of Toronto and the need to send large numbers of units to/from Montreal on weekends for datal inspections. Three or four 5000's are frequently used out of Havelock on No. 91 (Havelock West Way Freight) to Toronto Yard, turning back on No. 90 (units changed off if necessary). This is a night assignment, and after it brings tonnage to Havelock other jobs make use of the same units. One switches Havelock Yard (mostly to weigh loads out of the mines) and runs to Tweed as traffic requires (Havelock East Road Switcher). The other job (Nephton Road Switcher) takes the remaining three or four and runs to Nephton-Blue Mountain to switch the mines. The West Way Freight also takes an 8100 to/from Peterborough for use by the Peterborough Road Switcher (which also runs to Lindsay if required). As no facilities exist at Peterborough, all servicing is carried out at Toronto Yard. For some time the Peterborough Road Switcher has been assigned a BLU (Branch Line Unit), either an 8000 or 8100, instead of the previously used 660 H.P. yard engine....The only 1800 that has been in Toronto was 1800 itself, at the end of November. It was used locally for a week or so and then returned back east, where all 1800's have been kept....The 7000 series yard unit used on the Parry Sound Subdivision Way Freight working out of MacTier (assigned to John Street) has been replaced by an 8000 series BLU, which is much more suitable for main line running.... Sperry Rail Service 124, a detector car, arrived from Sault Ste. Marie on Nov. 21 and has been stored for the winter inside John Street Roundhouse; unfortunately it is in the first section, which is closed and locked...Still in the old paint scheme with block lettering are 6525, 6526, 6538 and 6539.

STOLEN BUILDER'S PLATES--In addition to those in Toronto, units were sighted in Winnipeg and Vancouver with missing plates. This unfortunate situation is therefore not exclusively local. It is to be hoped that such thefts do not continue, particularly from working locomotives; such actions reflect badly on all railfans and make us all unwelcome on railway property. Do not be a party to any such "souvenir" taking--sometimes such is inadequately justified on the grounds that plates are saved from being lost in scrappings. Efforts towards such preservation should occur only after a unit has been retired, with proper authorization.

VIA RAIL CANADA INC.--RDC's used in Dominion Atlantic Ry. service are finally assigned to Halifax, having been transferred from Kentville. This is the first instance of power maintained by a railway other than that which operates it for VIA....John Street--assigned RDC 9111 has gone to CN Point St. Charles Shops for refurbishing, having been replaced by returned car 9308, the latter making its first trip on No. 188 (Havelock Budd car run) on Nov. 2 with 9061. John Street now has

9021, 9061, 9071, 9115 and 9308....RS-10 8558, which suffered a failed engine (tied up unserviceable on Oct. 4) has been sent to Angus for an engine changeout and should be back in service by the time this is read. CUMMINS repowering of RDC's is expected to get into full swing in 1981 with many cars (possibly 23) to be re-engined with Cummins diesels and Twin Disc two-speed transmissions, replacing the existing Detroit Diesel (275/280 H.P.) and Allison torque converter. A mid-1980 test run with repowered RDC-1 6130 (ex-CPR 9057) from Quebec City to Montreal reached 104 M.P.H. (predicted 105). It is computer predicted that two such cars, having less wind resistance, will reach 127 M.P.H. (standard RDC speed is 90 M.P.H.). Twenty per cent fuel savings are realized with less smoke, faster acceleration and more power, sufficient to get up to 80 M.P.H., shut down one engine, and maintain speed. Particularly in MU consists will there be savings in fuel consumption and expense, as the re-powered cars have the ability to pull additional weight. Non-powered trailer cars may once again appear on the self-propelled car scene. VIA advertised on Dec. 17 for pre-qualification to tender "seeking the services of experienced railway car builder(s) and/or railway shop(s) to undertake the design, engineering, construction and testing of new self-propelled railcars and/or the modernization of its present rail diesel cars (Budd cars) according to detailed specifications presently being developed.

COMOX LOGGING AND RAILWAY--This Vancouver Island operation of Crown Zellerbach has acquired another RS-3 in the form of ex-CP Rail 8427, a chop-nosed MLW unit formerly assigned to St. Luc Yard service. This unit was sold on Sept. 4 and was delivered to the Esquimalt and Nanaimo Ry. on the 17th. Repainted in CZ's shop, retaining its CPR number, it joins Alco-built 4097 (ex-Delaware and Hudson, acquired May 10, 1973 through United Railway Supply (D). Note: (D) symbol means "Dealer". This latter unit has often been out of service for repairs, necessitating the rental of a CPR 7100. CZ had wanted a newer 251-engined unit (RS-18), but CP Rail would not let one go.

BOMBARDIER INC./NEW JERSEY TRANSIT CORP.--(see December issue, P. 13, and October issue, P.7)--A \$50 million contract for an additional 60 commuter coaches brings to 117 the total number ordered, worth more than \$100 million. Delivery is scheduled to start in late 1981, to be completed by the end of 1982. Work will be done at the La Pocatiere, Quebec plant with final assembly at a Bombardier plant being built in Barre, Vermont, to comply with terms of the U.S. Government's Buy America Act.

--Effective December 15th, VIA Rail gave its usual Season's Greetings to its patrons by removing the discount rates for the one-day and seven-day round-trip excursion fares, as well as the APEX fares, for a period extending to January 4th inclusive. What this amounted to was a fare increase of between 25 and 40 per cent for any person having to travel over the Christmas/New Year holiday period.

--Brian C. Nickle

--The list of station buildings which have been demolished keeps getting longer, and now the following Ontario stations can be added to it: CP Almonte, CP Perth, and CN Tillsonburg (the depot on the Cayuga Sub-division which has been closed since 1964), all of which have been recently torn down. Also, the demolition of the CP express sheds at Woodstock was completed during the summer of 1980.

Several other stations are threatened with demolition, and could soon be torn down, depending on the success or failure of preservation efforts in the communities involved. These stations are CP Brampton, CP Arnprior, and CN Tillsonburg North.

--Brian C. Nickle

TWO CNR DERAILMENTS DISRUPT OPERATIONS IN SOUTHWESTERN ONTARIO

by Brian C. Nickle

Shortly before midnight on Dec. 2, 1980 a Canadian National freight derailed between Halwest and Brampton, leaving both mainlines of the busy Halton Subdivision blocked. A total of five engines were involved, GP9's 4509 and 4512, and GP40-2(W)'s 9573, 9489 and 9664, along with a handful of cars. Upon passing the derailment site at 1130 on Dec. 3, I noted that the Toronto Auxiliary was in the process of clearing a mechanical reefer from the mainline, while the two GP9's were on the ground at a 45 degree angle to the right-of-way. The three GP40-2(W)'s were not showing any severe damage from the angle of view that I had.

As a result of the mainline blockage, VIA's Toronto-Stratford Train No. 667 had to be rerouted over the Oakville Subdivision to Burlington West, and then over the Halton Subdivision to Silver where it rejoined its regular route. These reroutings during the early hours of Dec. 3 resulted in No. 667 being three hours and 20 minutes late and it arrived in Stratford at 0435 instead of its scheduled 0115 arrival time.

No. 667 was the only passenger train to be rerouted around this derailment via Burlington West, as the siding adjacent to the Halton Sub. was utilized to by-pass the derailment site. However, a delay of 30 minutes to one hour was suffered by all VIA Rail and GO movements using the by-pass on Dec. 3, as it was of course a single track operation over the siding past the wreck. Operations were returned to normal by Dec. 5.

A second derailment on Canadian National occurred around 0100 on Dec. 6, 1980, when a Toronto-bound freight left the rails just east of Woodstock, and completely shut down the Dundas Subdivision to through traffic. A total of five hi-cube cars derailed, with two going over an embankment, and a third ending up resting on an overpass, blocking County Road 4 to automobile traffic.

With both mainlines of the Dundas Sub. blocked, VIA Rail's operations on the Toronto-Windsor and Toronto-Sarnia routes had to be rerouted via Guelph and Stratford, which resulted in delays amounting to between one and two hours for these rerouted trains. Local passenger traffic east of London was handled by buses while the diversion was in effect. Canadian National's freight traffic was also diverted via Guelph and Stratford, which when combined with the extra VIA trains using that route, made the Guelph and Thorndale Subdivisions extremely busy on Dec. 6 and 7.

One item of particular note: on Saturday, Dec. 6, one of the diverted Windsor-Toronto trains was combined with the London-Toronto via Stratford Train No. 664 for the run into Toronto Union. The resulting consist was very unusual indeed, with two VIA "F"'s, seven coaches, a baggage car, and then four RDC's bringing up the rear. The rest of the diverted passenger trains ran as Second Sections of the regular VIA trains on that route, or as passenger extras.

By Monday, Dec. 8 the Dundas Subdivision was back in service, and the last trains to be diverted via Stratford were Sarnia-Toronto freight 410, and Windsor-Toronto VIA schedule No. 72, both of which operated before noon on Dec. 8.

--The Tokyu Car Co. of Japan was low bidder on the Niagara Frontier Transportation Authority's call for proposals to supply 33 cars for Buffalo's LRRT line. The firm's bid was \$21,833,567 as compared with \$22,882,864 submitted by UTDC for the same number of cars. Other bids included one of \$26,438,965 for 25 cars, by Bombardier Inc., and one of \$30,369,008 by the Can-Car Division of Hawker-Siddeley Canada Ltd., also for 25 cars. NFTA is now in the process of considering the bids prior to a contract award.

MOTIVE POWER MISCELLANY

● On October 11 the Mystic Valley Railway Society (Mystic, Conn.) operated a fall foliage excursion from Boston to Montreal, using Amtrak F40PH 259, with five Amcoaches and one Amcafe. The group stayed in Montreal for the weekend, and returned on October 13. On October 11 the regular southbound Amtrak train had an engine failure at Montreal and, rather than lease a CN freight unit as a replacement, Amtrak decided to let its train wait two hours for unit 259 off the excursion. Another F40PH unit, 212, was sent as extra power on the northbound run the next day, and the return trip of the excursion on the 13th ran with 212. These F40PH's are 3000 HP GM's with an EGU, identical to GO Transit 510-515.

--George Horner

● Canadian National has made several changes in its motive power assignments at London and Stratford for its winter operations. Plow-modified F7's 9178 and 9179 have been located in Stratford again this winter, for service on plow extras and wayfreights out of that location. This year, however, these units are listed as being assigned to London for servicing, as and when required.

Also, seven GP9's, Nos. 4511, 4512, 4513, 4514, 4515, 4518 and 4530, all of which are equipped with winter modifications including pilot plows and snow shields, are assigned to London, and will be used out of London, Goderich and Stratford throughout the winter. However, the official home base for the seven GP9's is listed as Fort Erie, and any major repairs will be done on the units at that location. These units, including the two F7's, will be rotated for servicing among London, Stratford and Goderich by wayfreight No. 511, which operates out of London.

--Brian C. Nickle

● British Columbia Ry. units 761 and 762 left CN MacMillan Yard (Toronto) on Train 303 on Oct. 18, 1980. --George Horner

● GO Transit has decided to adopt urethane paint for its equipment--the type which was used to finish the bi-level coaches. ONR's North Bay shops are applying the tough coating progressively to the system's original eight locomotives (500-507) and to all nine of the ACPU's. It is expected that use of the urethane paint will lengthen the interval between necessary refinishing from five to ten years. The 500's (originally 600-607 and later 9800-9807) were refurbished once before, between 1974 and 1976. The urethane application includes cab interiors.

--The following is a listing, issued on December 16th, of the proposed usage of GO Transit equipment by VIA Rail over the Christmas period. No confirmation was available at time of writing as to the extent to which the proposed assignments were actually carried out:

Train No. 71 - Dec. 20, Dec. 26, Dec. 27, Dec. 28, and Jan. 1.

Dp. Toronto 0820, ar. London 1045, ar. Windsor 1245.

Train No. 72 - Dec. 26 only.

Dp. Windsor 0830, dp. London 1030, ar. Toronto 1235.

Train No. 73 - Dec. 21, Dec. 27 and Dec. 28.

Dp. Toronto 1235, ar. London 1440, ar. Windsor 1640.

Train No. 75 - Dec. 25 only.

Dp. Toronto 1530, ar. London 1740, ar. Windsor 1940.

Train No. 76 - Dec. 26, Dec. 27, Dec. 28, and Jan. 1.

Dp. Windsor 1405, ar. London 1600, ar. Toronto 1825.

Train No. 77 - Dec. 26 only.

Dp. Toronto 1720, ar. London 1935, ar. Windsor 2135.

Train No. 78 - Dec. 21, Dec. 27, and Dec. 28.

Dp. Windsor 1800, ar. London 2000, ar. Toronto 2225.

--Contributed by Bruce Acheson

UCRS EVENTS AND ACTIVITIES

by Ed Campbell

The Upper Canada Railway Society Annual Meeting and elections will be held at the time of the regular Toronto meeting on Mar. 20, 1981, at 92 Adelaide St. West, Toronto, in the rooms of the Strollers' Club on the fourth floor at 8 P.M. sharp. A committee consisting of John Thompson (Chairman), Art Eyres, Ray Kennedy and George Meek has been set up to receive nominations for the offices of the three Executive members whose terms of office expire at that time. These members are Peter Oehm, George Roe and George Meek. Do not forget to attend this important meeting. The retiring members can, of course, be re-nominated.

--Be sure to retain the flyer that was attached to the November issue, so that you can order tickets in time for the various events listed.
 --It is likely that the UCRS will be required to move, in the very near future, from the storage area now occupied. Clean, dry heated space is required, of about 300 square feet in area. Any member knowing of a specific location or locations which might be suitable is urged to contact George Meek at 532-5617. The location should be close to good public transportation.

--Friday, January 16: Regular UCRS monthly meeting at the Strollers' Club, 92 Adelaide St. West, Toronto, 8 P.M. sharp. Doors will be open at 7 P.M. for general discussion, socializing, etc. Mr. Robert Burns, CN Area Manager for Eastern Ontario, will favour the Society with an interesting illustrated address.

--Friday, January 23: Regular Hamilton Chapter meeting in the CN station at 8 P.M. Members will show 35mm slides--all UCRS members and guests always welcome; bring slides to show.

--Saturday, February 28, Sunday, March 1: Canadian Railroad Historical Association's annual Model Railway, Equipment and Hobby Show at the Queen Elizabeth Building, C.N.E. grounds, Toronto. Hours will be 11 A.M. to 6 P.M. each day; admission will be \$2.00 for adults, with children under 16 admitted free when accompanied by an adult. Please note new location for this show.

--Publications: A new book is available from UCRS Publications: Illustrated CN & CP Rail Motive Power 1980-1981, 80 pages, complete with rosters and black and white photographs, 8½"x11", soft cover, \$15.95. Certified cheque or money order only; less 10% to UCRS members in good standing. Address orders to Upper Canada Railway Society, P.O. Box 122, Terminal "A", Toronto, Canada M5W 1A2; mark envelope "ATTENTION--PUBLICATIONS".

● The reconstruction of Seattle's trolley coach system is well underway, a portion having been opened for service during 1980. The previous system, at the time of its discontinuance to permit complete rebuilding of the overhead and power supply facilities, consisted of 32 miles of one-way overhead and 53 vehicles, the remnants of a once much larger operation. Upon completion of the present reconstruction, scheduled for February, 1981, there will be 56 miles of overhead serviced by 109 new AM General (Flyer design) coaches with chopper controls, a group which was an add-on to a Philadelphia (SEPTA) order. There is also one 1940-vintage Brill coach, restored as an historical vehicle. The coaches use city-generated electric power and are accordingly reputed to have a 2:1 energy cost advantage over diesel buses. Some 30 new solid state rectifier substations have been installed, placed sufficiently close to each other that feeder cables paralleling the routes are not required. Another 69 route-miles of extensions to the system are being considered for the next ten years.

THE OPERATING DEPARTMENT

Edited by Raymond L. Kennedy

VIA RAIL--The City of Windsor wants better passenger facilities than the present outlying Walkerville Station. The city would prefer use of the old Michigan Central station which would allow trains to proceed through the tunnel to Detroit, providing through service to Chicago. Rumour has it that consideration is being given to a routing involving use of the CNR to Chatham, the C&O to Fargo, and Conrail (NYC) to Windsor. Other possibilities are under consideration.

CP RAIL--9066 is the only CPR-owned RDC remaining in use, on weekend Montreal commuter trains. The seven other such cars are stored.

SPV 2000--(see P. 13, December issue). The SPV delivered to the U.S. Federal Railroad Administration was an ordered unit of its own, not the demonstrator SPV 2000.

AMTRAK--The ADIRONDACK passenger trains between Montreal and New York are no longer combined with the NIAGARA RAINBOW between New York and Albany. Separate equipment now starts and ends at Albany but a through connection to/from New York City is maintained. Delays in switching at Albany brought about this change by Oct. 25, following which the Turbo-liners returned for a short time, only to be replaced again by Amfleet cars.

VIA--Winnipeg-Armstrong trains 144 and 145, operating twice-weekly, are equipped with one Geep, one baggage car and one coach; both cars are self-heated, thus no steam generator is needed.

CN/SOO LINE--Unit trains of potash (72 to 78 one hundred-ton cars) from Saskatchewan to Iowa and Illinois, operated by both CP Rail and CN, since mid-November include run-through power operation of Soo Line SD40 units over the CNR to Melville, Saskatchewan.

--CP Rail has developed a computerized car location reporting system ("Car Location Fleet Inquiry") that enables shippers to obtain instant, up to the minute reports on the movement of their freight by tapping into the railway's main computer in Montreal where constantly updated details on freight movements are stored. The management plans to expand the CLF system to enable its main computer to interpret and respond instantly to Telex messages in order to allow customers currently using Telex communications to secure information on their freight without installing computer access equipment. Details on freight car movements are transmitted to CP Rail's main computer from terminals at customer service centres throughout the country and at yard offices in Canada and parts of the northern United States. Information on a shipment between Montreal and Vancouver would be sent into the computer from 20 different locations during the movement.

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