



INCORPORATED 1952

Newsletter

NUMBER 376

FEBRUARY 1981



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



The Newsletter is published monthly by the
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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.

BUY A TIE (WOOD VARIETY): The Ontario Electric Railway Historical Association has been promised a donation of a significant quantity of rail from the former Toronto Suburban Railway main line west of the Weston Road overpass, the latter being scheduled for removal to make way for roadway construction. The rail will be used to extend the main line at the west end of the Museum property, from the station to the new west end loop, but there are unfortunately no ties on hand at present to permit this construction. Used ties now cost between 10 and 12 dollars each, and the Association is mounting an appeal for donations to its Buy A Tie campaign. Contributions, in any amount, would be appreciated and should be sent to the OERHA at P.O. Box 121, Station "A", Scarborough, Ontario, Canada M1K 5B9. Mark donations "TIES" and indicate whether a receipt is required for tax purposes.

- Department of Street Railways (Detroit) PCC 268 is to be preserved by the Michigan Transit Museum at its Mount Clemens, Mich. site. Mexico City's STE, the current owner of the car (numbered 2268 on that system) is rehabilitating the car for the museum, and will donate it. However, funds for moving the car must be provided by the museum and will run over \$4000; the museum group is presently campaigning to raise this amount. The address is Michigan Transit Museum, Inc., P.O. Box 12, Fraser, Michigan 48026. Donations of any amount will be appreciated. Associate membership is \$7.50 U.S. yearly and includes a subscription to the monthly Michigan Traction Gazette.

Quote of the Month: (Margaret Scrivener, Chairman of the Ontario Task Force on Provincial Rail Policy, commenting on the fact that 15% of the rail lines in the Province of Ontario have been abandoned since 1960: "Many of these abandoned lines could still serve a useful role in the economy of Ontario; what we have witnessed is the loss of alternate transportation to our major tourist areas and to many outlying communities whose economies are supported by small industrial and manufacturing operations."

COVER: CPR 4-4-0 136, with a plough and a venerable wooden coach in tow, pauses for water and a bit of oiling at Perry Tank, on the famous Norton-Chipman (N.B.) branch. The 136, and mates 29 and 144, lasted in service almost right up to the end of steam on the CPR, due to light axle loadings on the branch. All three 4-4-0's are preserved. Photographed by Bob Sandusky on January 3, 1959.

MORE ON THE VANCOUVER TRANSIT DEVELOPMENTS

Information from
Mike Roschlau



British Columbia



An opportunity to review the text of the December 6 announcement by B.C. Municipal Affairs Minister William Vander Zalm has provided certain information on the Greater Vancouver transit plans additional to that which appeared in the January Newsletter. While further details on the proposed commuter rail service to the Fraser Valley communities are very sketchy, it was revealed that mid-1982 is the generalized target date for inauguration of the runs, which will be confined to peak hours only. A special contribution of up to \$5 million for right-of-way improvements on the CP Rail main line and for stations will be provided by the Provincial Government. Equipment to be ordered for the line is referred to as being similar to that of GO Transit (presumably the bi-level cars). The Urban Transit Authority of B.C. carried out a detailed feasibility study of the service during 1980 concluding that, as a "low cost solution to the needs of Coquitlam area residents", the commuter rail operation is viable. The Minister's statement indicated that the study determined that commuter rail service would be "more reliable and comfortable than buses" and that it would cut travel time from the Coquitlam area to downtown Vancouver by 20 to 30 minutes.

The Minister also announced new housing developments to be undertaken within the rail line's catchment area (see black areas on Map 1) which will provide increased patronage for the service; in this connection he indicated further that he would ask that the earlier study of the commuter service be updated to take account of this additional traffic. He stated that the municipal councils in the area to be served by the rail line are enthusiastic over the prospect of the service, and several have passed resolutions endorsing it. It will be seen from the afore-said Map 1 that the operation will extend up the Fraser Valley beyond Pitt Meadows to at least Maple Ridge. As the terminus is beyond the easterly limit of the map, and as Mr. Vander Zalm's statement made no allusion to the outer end of the line, the location of the easternmost station is not known to the Newsletter at this writing.

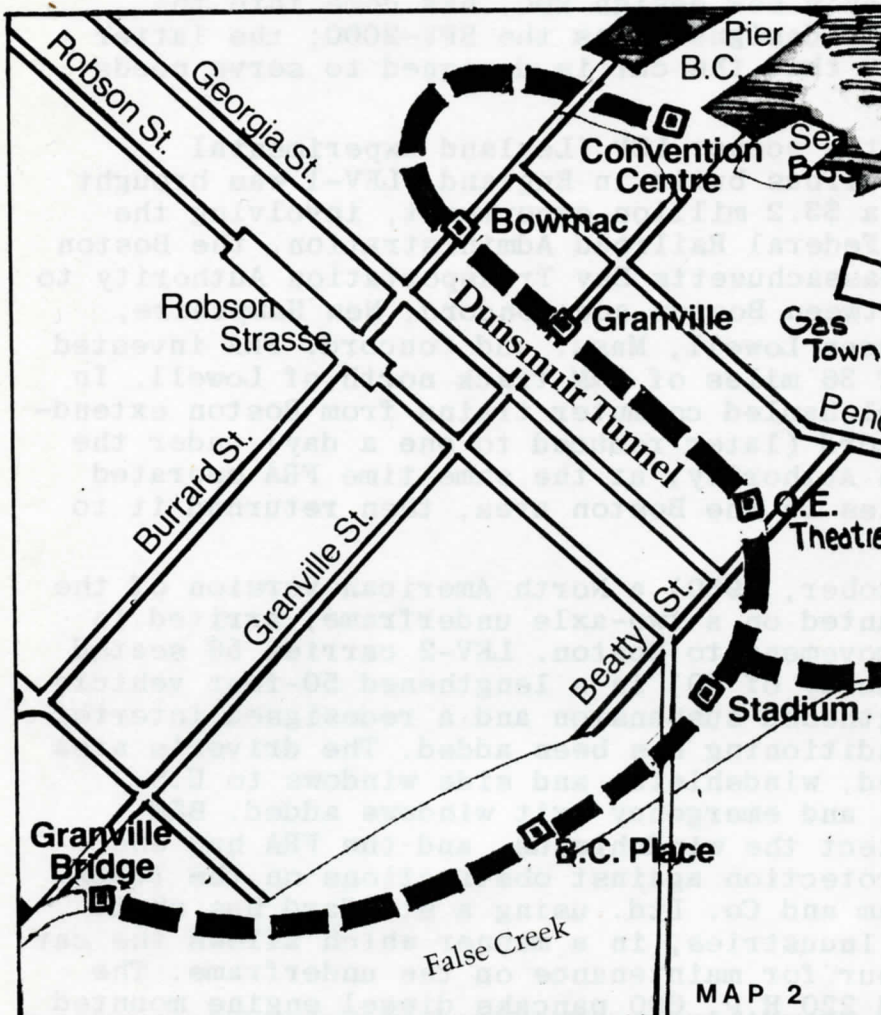
Whatever might befall the other major element of the Greater Vancouver transit plans (the ALRT), it would seem that the first commuter rail operation in Western Canada is already well on its way to fruition.

As for the ALRT, the accompanying Map 1 shows schematic alignments for the First Priority Route, that to Burnaby and New Westminster, as a solid line. The Second Phase Extensions (north-easterly to the southern part of Coquitlam and south-easterly to Surrey) are also indicated. The Second Priority Route, extending from Downtown Vancouver to Richmond and the Fraser Delta, is shown by a dashed line (this route generally corresponds to the Arbutus Line of the previously planned LRT system (see Newsletter 366), although it would extend further south. Map 2 shows the general alignment that would be followed in Downtown Vancouver. An S-shaped shuttle line (pro tem) would operate from the Convention Centre (Seabus Terminal) to Granville Bridge. The First Priority (main line) Route would diverge near the Georgia Viaduct (Stadium site) to follow a route closely similar to that which had been planned for the LRT route (including a lengthy section of the Central Park Interurban line right-of-way) to New Westminster.

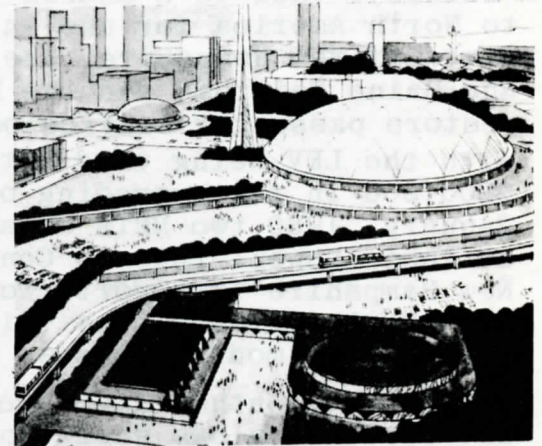
The Provincial Government will guarantee any borrowing by the Urban Transit Authority of B.C. to finance ALRT construction, and the capital



and interest charges will be cost shared on an annual basis with the local governments. The Province will advance to the UTA a sum of \$55 million on an immediate basis, permitting an early start on construction and a saving in capital costs. Despite the extensive involvement of the Province of Ontario and UTDC in the Vancouver system, it is anticipated that more than 60% of the total cost of design and construction will be spent in British Columbia.



ALRT



ADVANCED
LIGHT
RAPID
TRANSIT



UTDC

- In Newsletter 373 (Page 14), J.M. Harry Dodsworth asked for information as to certain piping appearing on the left side roof of VIA Rail FP9 6553. From member F.H. (Joe) Howard of Halifax, the Newsletter has received the following as extracted from a letter from Endel Terri of GMD addressed to Mr. Howard:

"The piping referred to is the part of the air compressor aftercooler visible from outside.

The reasons for roof mounting of compressor aftercoolers in the early 1950's are believed to have been the high discharge temperatures of air-cooled compressors and space availability for longer aftercooler piping in the carbody. The practice of mounting aftercoolers on the roof was discontinued shortly after the introduction of watercooled air compressors, although all FP9A and F9B model locomotives built by GMD for Canadian National Railways, including those equipped with the early versions of watercooled compressors, continued with aftercoolers located on the roof.

The complete story of aftercooler design and locations is difficult to piece together from the readily available sources and the few people still around here and at EMD who had personal involvement in this development."

THE LEV RAILBUS

by Raymond L. Kennedy

RDC (Rail Diesel Car) has long been a "household" acronym to railfans. Although "RDC" can correctly be applied to most makes of self-propelled passenger cars, it is usually associated with the Budd Company's product and in fact such cars are often called just that--Budd cars. M.U. (multiple unit) is another familiar term, as applied to electrically propelled passenger cars. Recently SPV (Self-Propelled Vehicle), for the Budd Company's new design RDC, has come into the lexicon, with the car actually designated as the SPV-2000; the latter part of the designation means that the car is designed to serve needs to the year 2000.

Now another new entry is on the scene: LEV (Leyland Experimental Vehicle). This is a modern railbus built in England. LEV-1 was brought to North America for use in a \$3.2 million experiment, involving the State of New Hampshire, the Federal Railroad Administration, the Boston and Maine Railroad and the Massachusetts Bay Transportation Authority to restore passenger service between Boston and Concord, New Hampshire, with the LEV being used between Lowell, Mass. and Concord. FRA invested \$800,000 in the upgrading of 36 miles of B&M track north of Lowell. In January, 1980 two MBTA diesel-hauled commuter trains from Boston extended their Lowell runs to Concord (later reduced to one a day) under the New Hampshire Transportation Authority; at the same time FRA operated the LEV-1 for 1500 test miles in the Boston area, then returned it to England for modifications.

Only eight months later (October, 1980) a North American version of the LEV railbus, a bus shell mounted on a two-axle underframe, arrived in Newport News, Virginia for movement to Boston. LEV-2 carries 56 seated passengers (LEV-1 had a capacity of 40) in a lengthened 50-foot vehicle with a redesigned and strengthened suspension and a redesigned interior for greater comfort. Air conditioning has been added. The driver's area at each end has been enclosed, windshields and side windows to U.S. standards have been applied, and emergency exit windows added. B&M requested steel bars to protect the windshields, and the FRA had end plates (pilots) added for protection against obstructions on the track. LEV-2 was built by D. Wickham and Co. Ltd. using a standard bus shell produced by British Leyland Industries, in a manner which allows the car shell to be removed in an hour for maintenance on the underframe. The unit is powered by a Leyland 220 H.P. 690 pancake diesel engine mounted on the chassis with a fully automatic gearbox, and drives one axle through an axle-mounted reversing box. The car cost about \$500,000, compared to almost \$1 million for an SPV, and its trial will be compared to the 45-day test during 1979 of an SPV by MBTA. A one-year period of service commenced in December with one mid-day run per day between Concord and Lowell, connecting at the latter point with a commuter train to North Station in Boston. It is not replacing a commuter run as originally planned. Potential problems include the light (20 ton) weight of the railbus and its ability consistently to trip signals, plus the danger element in any collision, not only with a heavy freight train but even more so at level crossings.

While the LEV-2 cannot be operated in M.U., a two-unit articulated version that will M.U. is being developed by British Railways, which wants to replace its aging fleet of 3300 diesel M.U. cars with something relatively inexpensive. Whether or not the LEV is a success in North America only time will tell; it has a number of strikes against it. Railbuses of various types, including bi-railers, have been tried many times, over a lengthy span of years, but never with any great deal of success as is attested to by their scarcity in numbers over those years. The very light weight of this type of equipment is a potential danger in collisions. The major drawbacks are its inability to operate in M.U.

trains and the necessity of providing both a conductor and an engineer instead of just a "driver". RDC's, on the other hand, can M.U. and do not need two crewmen per 56 passengers as does the LEV; only half of the capacity of an RDC or SPV is available with the railbus. If the LEV is to be used only on low traffic runs on branch lines having restricted speed limits, it is unlikely to have a wide application; it is improbable that the expense of upgrading the track on such lines to permit an acceptable speed of, say, 60 M.P.H. (at which the LEV-2 can operate) can ever be justified in more than a few scattered locations.

CANTRAK (?)

based on material submitted by Mike Mastin

A newly formed Montreal company, headed by one Robert Dorsey and named (if you can believe it) Cantrak, has long-range visions of returning to private enterprise the provision of transcontinental and other long distance train travel in Canada. Mr. Dorsey hopes, within a period of two years, to obtain a federal mandate for Cantrak to operate a summer auto-train service between Toronto and Calgary whereunder a family of three persons and an automobile would obtain transportation between the two cities for about \$400. Other routes which Mr. Dorsey hopes to develop are Toronto-Montreal-Moncton, as another summer route, and Montreal-Toronto-Washington (connecting with the U.S. Auto-train service) and Vancouver-Los Angeles as winter routes. He has undertaken a study of these services with the benefit of part sponsorship by the Federal Department of Transport development centre. The study predicts that, at current day gasoline prices, an auto-train service could capture 10% of the tourist travel market along its route during the summer months. A further prediction is that, if gas prices rise to \$3 a gallon, auto-train could capture 75% of the market. These predictions are based upon a questionnaire survey of over 700 persons who had been tourists in Alberta during 1979.

Looking beyond the auto-train service, Cantrak has an ultimate goal of assuming all transcontinental service in Canada and leaving the inter-city function to VIA Rail as the latter really seems interested in providing only the latter type of service in this country. Mr. Dorsey would intend to lease running rights from CP Rail (this would not get him to Moncton) and has obtained a commitment from Canadian Pacific Consolidated Services, CP's research arm, to undertake an in-depth study of the technical feasibility and operating costs of such service. He would like to institute a pilot Montreal-Toronto-Washington service during the winter of 1981-82, but the limited available lead time would seem to make this highly unlikely.

A press conference at which the Cantrak plans were presented was joined by Transport 2000 Canada and the Canadian Railway Labour Association. The latter group is concerned primarily with the protection of jobs and would support exploration of anything that would have the promise of preserving and expanding rail passenger service. Transport 2000, of course, is well known to most UCRS members as the rough Canadian equivalent of NARP, comprised of people who act like railfans at times although claiming not to be. Harry Gow, President of the group, indicated that he would like to see a full market study of Canadian auto-train to determine its feasibility, but that he is also concerned that the operation not be competitive with present transcontinental services. He was non-committal on the question as to whether the auto-train service would be better undertaken by a private or public operator (a look at the U.S. situation would seem to provide a quick answer to that--Ed.). In all events, it will be interesting to see whether Cantrak becomes as much of a household name as that from which it is so obviously adapted.



50560



Snow Fighter

CN has converted 1000 H.P. switcher 8032 (MLW, 1954) into an innovative snow clearing unit for yard and terminal duty. Following a 1977 meeting between Transport Canada and the Railway Association of Canada, a CN/CP team was formed to investigate snow removal practices in Japan, Sweden and Norway. None of the methods reviewed was found suitable for Canada's cold temperatures, thus CN undertook to design a prototype yard clearing unit and commissioned SMI Quebec, of Montreal, as General Contract Co-ordinator, responsible for detailed engineering, and Industech Ltd. of Victoriaville, P.Q. as supplier of special equipment.

Numbered 50560, the former locomotive has been equipped with adjustable plow blades and wings on the front end and a two-stage blower/loader on the cab end. The unit moves across a yard plowing each track in one direction and in the other direction blowing snow into a fleet of sixty 91000 series 70 ton gondola cars positioned on an adjacent cleared track. The cars are equipped with special drop ends to permit their unloading by a front end blower/loader/unloader which passes through them at the unloading site, this unit being carried on one of the gondolas.

DATA AND SPECIFICATIONS

ORIGINAL NUMBER: 8032 (RENUMBERED 50560 DECEMBER, 1979; OFFICIALLY RETIRED AS A LOCOMOTIVE, SEPTEMBER 25, 1980).

BUILDER AND DATE: MLW, 1954 (#76447). MODEL S4, 1000 H.P.

PRIME MOVER: ALCO 539 740 R.P.M. FULL SPEED (APPROX. 40 M.P.H.)

WEIGHT (WITHOUT SNOW ATTACHMENTS): 230,000 LBS.

CONTINUOUS TRACTIVE EFFORT: 34,000 LBS.

PLOW BLADES: FRONT BLADE REVERSIBLE HEAVY DUTY 12' LONG x 42" HIGH.

SIDE WINGS 12' x 42"

ELECTROHYDRAULIC CONTROL

CLEARING WIDTH WITH ONE SIDE WING EXTENDED: 18'

BLOWER POWER: DETROIT DIESEL 8V92T COUPLED TO ABEX DENNISON MODEL PV 14/MF14 INFINITELY VARIABLE HYDRO-STATIC TRANSMISSION

BLOWER: TWO-STAGE SNOW BLAST MODEL RHS 2700 L.12 WITH 52" DIAMETER HELICAL CUTTER AND IMPELLER.

CLEARING WIDTH WITH CUTTER SIDE WINGS EXTENDED: 15'.

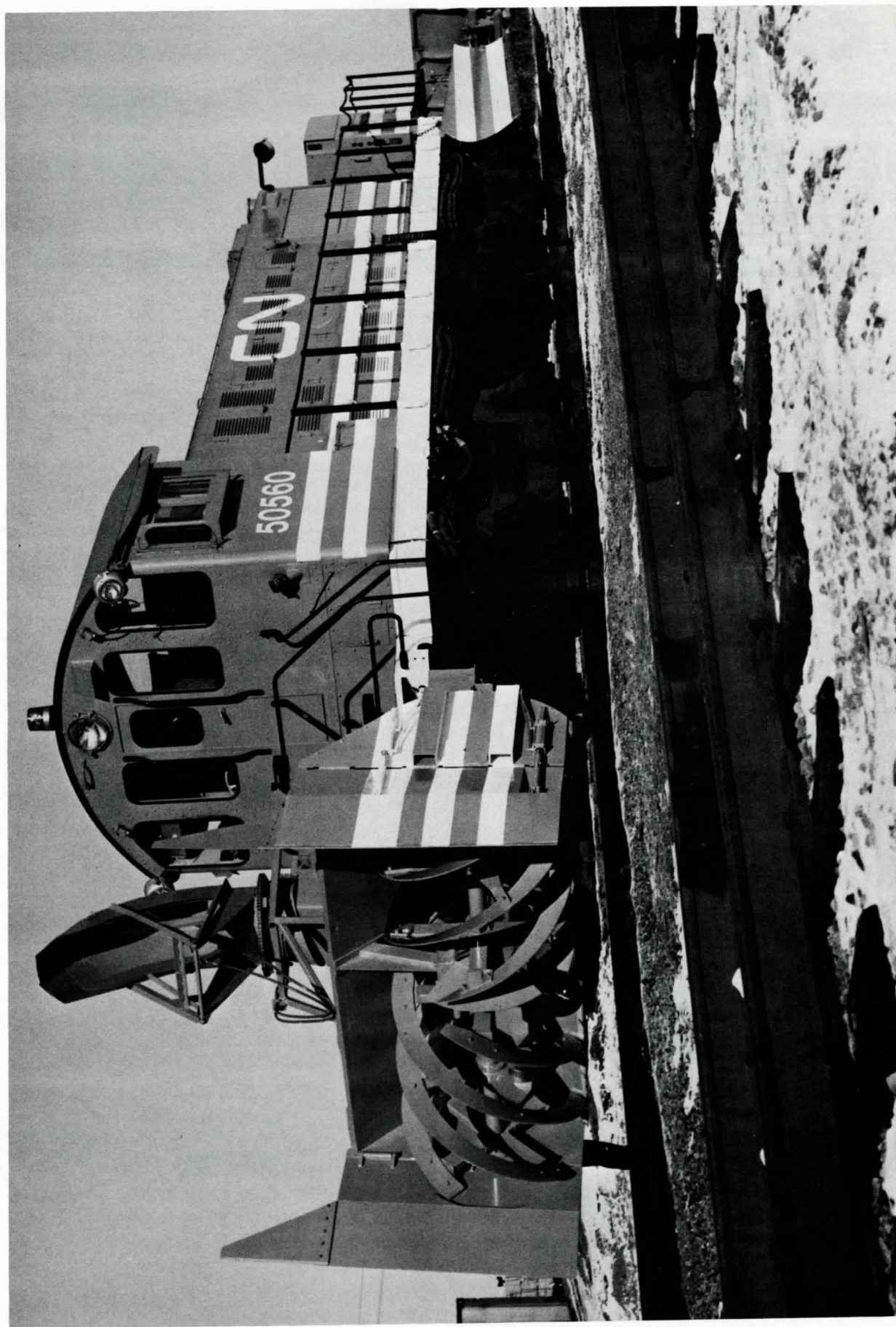
SNOW REMOVAL SPEED: UP TO 20 M.P.H.

SNOW REMOVAL CAPACITY: 3000 TONS/HOUR.

THROWING DISTANCE: 15' TO 100'.

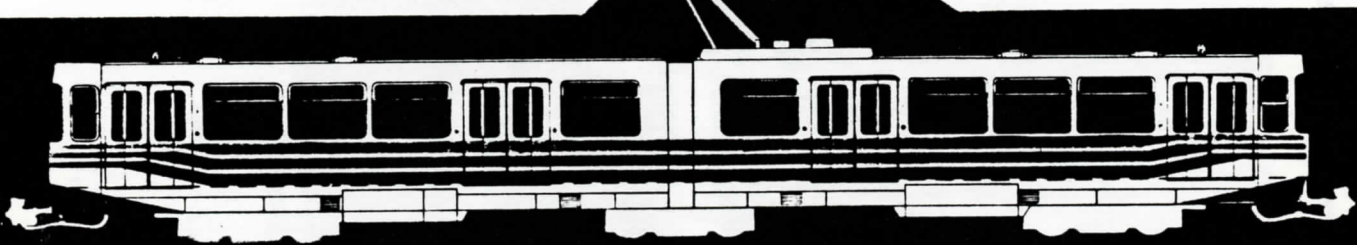
50560 is to be tested during the winter of 1980-81 at Taschereau Yard, Montreal. The unit was displayed at Central Station for employees between November 25th and 27th, 1980. Depending upon the former 8032's success in its new role, other similar units may be constructed for use at other yards on the CN system.

--Data courtesy CN and Raymond L. Kennedy. CN photo.



CALGARY

LRT :
NEARING COMPLETION



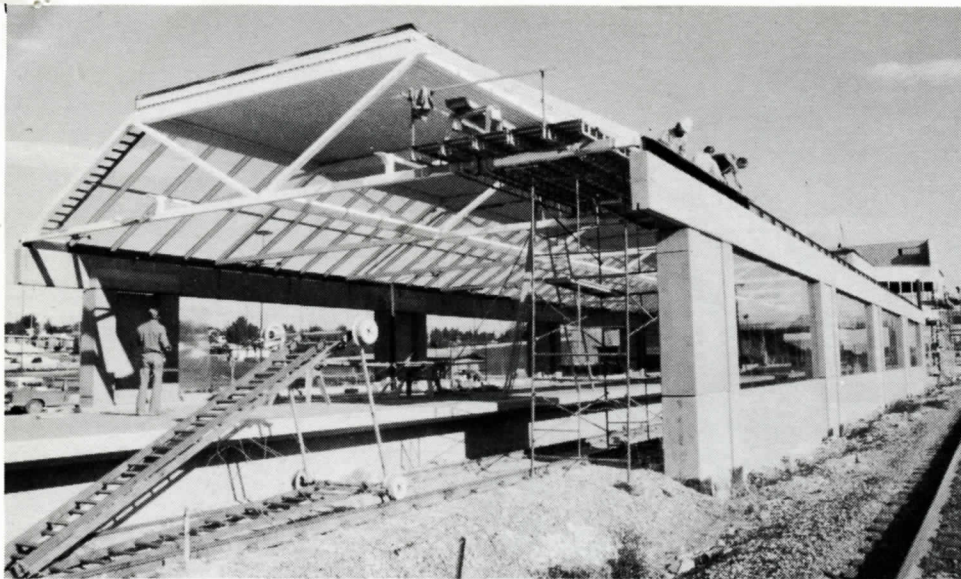
Work on the 7.7 mile Light Rail Transit line in Calgary is in the last lap, with opening set for May 25, 1981. On that date, electric rail transit will return to the Stampede City after an absence of three decades.

The line is almost entirely at grade, with three short tunnel sections. It begins at Anderson Road in South Calgary (site of the shops and yards) and parallels the CP Rail MacLeod Subdivision for several miles to the north. From 42nd Ave. Southwest, the LRT follows Burnsland Road to 34th Ave., tunnels under MacLeod Trail and Cemetery Hill, and crosses the Elbow River on a new bridge. Passing the famous Calgary Stampede Grounds, the line then underpasses CP Rail's main transcontinental line, and swings west onto 7th Ave., where a transit mall is being built for the LRT tracks. The line terminates between 8th and 9th Streets West.

To date, most of the trackwork has been completed, and overhead installation is past the halfway point. Of the seven stations between Anderson Road and downtown, the three most southerly—Anderson, Southland, and Heritage—were completed by year's end, with the other four—Chinook, 42nd Ave., Ertlon and Stampede—scheduled for mid-February completion. The four most southerly stations will be served by feeder buses, as well as Park and Ride and Kiss 'n' Ride facilities. Similarly, assembly of the nine prefabricated downtown stations is in the final stages. The stations



All 7th Avenue passenger stations will be accessible from existing sidewalks. These structures are located about every three blocks on 7th Avenue, between 9th Street West and 3rd Street East. The stations measure some 240 feet in length.



Workmen apply the finishing touches to the roof of a station on Calgary's first LRT line. Most of the stations on the outer portion of the line feature centre platforms such as this. Note the CPR track, right.



Believe it or not, this photo was taken in 1980, not 1920! Brand new girder rail was being laid on 7th Ave. in downtown Calgary, in front of the Bay Store. After the LRT line opens May 25, the LRV's will operate along a transit mall, from which autos are banned, on 7th.

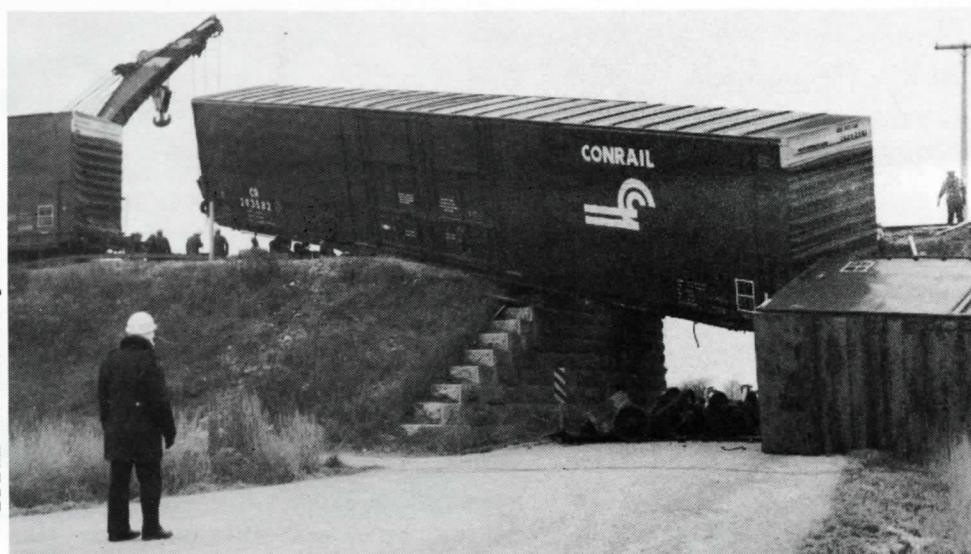


This view of Calgary Transit's Southland LRT station, one of the largest on the line, shows the location of the LRT route beside CP Rail's MacLeod Subdivision. Note the concrete ties and the distinctive catenary overhead system. The walkway to the platform looks like a great photo vantage point.



--CP Rail photo

CP Rail 5953 is one of 75 SD40-2's ordered by the railway from GMD, London. Each locomotive is 70 feet long, weighs 195 tons, and develops 3,000 HP. Note the ditch lights on the pilot, now a standard feature on CP Rail locomotives. Price per unit: \$1 million.



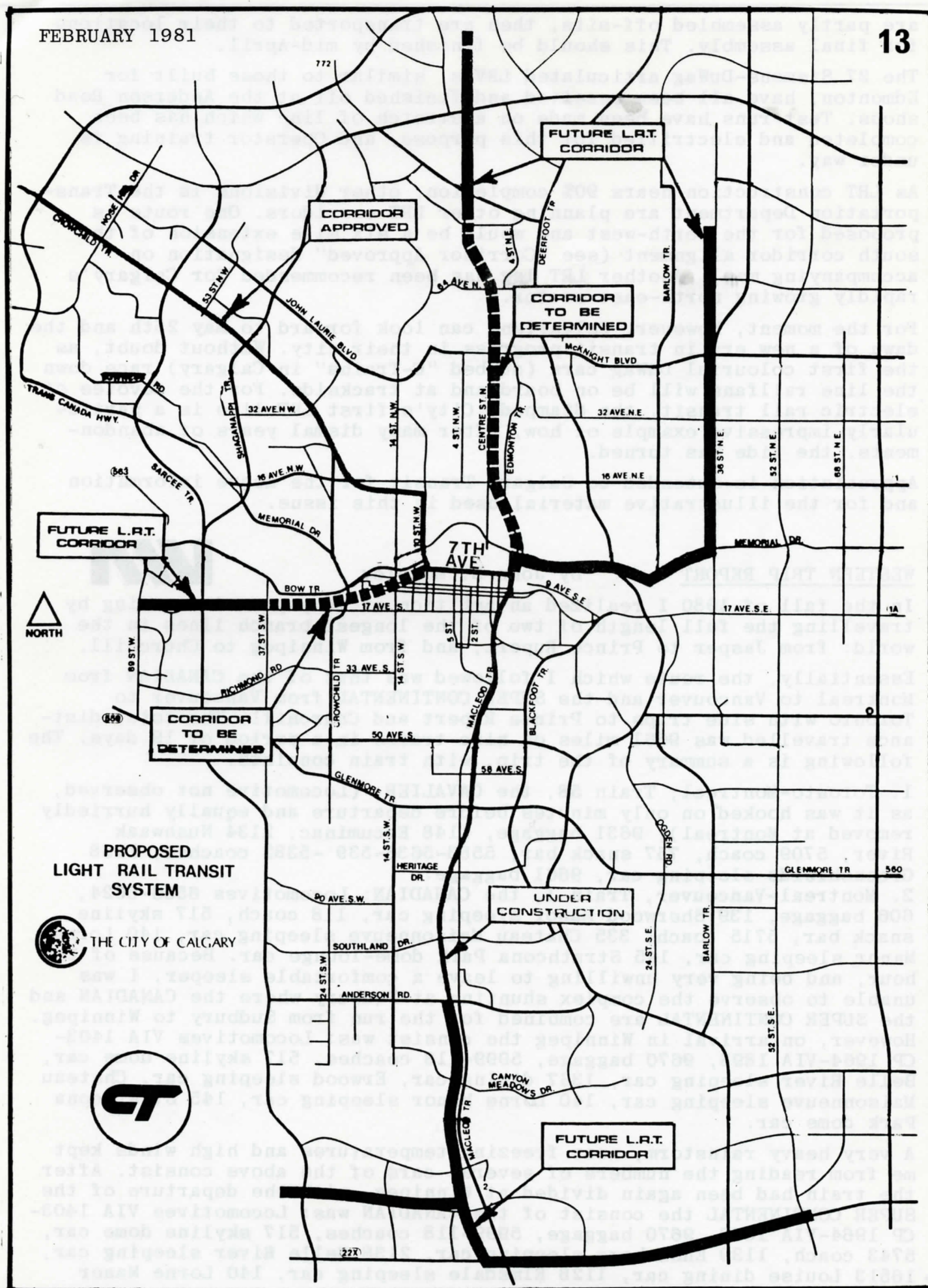
--Brian C. Nickle photo

Both mainlines of CN's busy Dundas Sub. were blocked when this Toronto-bound freight derailed just east of Woodstock, leaving five cars in the ditch, with this Conrail car resting on the overpass, on Dec. 6, 1980. All VIA and CN traffic was rerouted via Kitchener and Stratford until Dec. 8.



--Photo by Jack Dyer, MTC

A train of GO Transit doubledeckers, with Power Control Unit 907 (an ex-ONR FP7A) trailing, passes the underpass presently being built between Spadina Ave. and Bathurst St., Toronto. View looks west. Note the GO equipment stored in GO's recently-opened yard, right. Dec. 30, 1980.



are partly assembled off-site, then are transported to their locations for final assembly. This should be finished by mid-April.

The 27 Siemens-DuWag articulated LRV's, similar to those built for Edmonton, have all been received and finished off at the Anderson Road shops. Test runs have been made on a stretch of line which has been completed and electrified for this purpose, and Operator training is under way.

As LRT construction nears 90% completion, other divisions in the Transportation Department are planning other LRT corridors. One route is proposed for the north-west and would be a six mile extension of the south corridor alignment (see "Corridor Approved" designation on accompanying map). Another LRT leg has been recommended for Calgary's rapidly growing north-east sector.

For the moment, however, Calgarians can look forward to May 25th and the dawn of a new era in transit progress in their city. Without doubt, as the first colourful DuWag cars (dubbed "C-Trains" in Calgary) race down the line railfans will be on board and at trackside. For the devotee of electric rail transit, the Stampede City's first LRT line is a particularly impressive example of how, after many dismal years of abandonments, the tide has turned.

Appreciation is extended to Calgary Transit for the above information and for the illustrative material used in this issue.

WESTERN TRIP REPORT

by John B. Moseley



In the fall of 1980 I realized an ambition of many years' standing by travelling the full length of two of the longest branch lines in the world: from Jasper to Prince Rupert, and from Winnipeg to Churchill.

Essentially, the route which I followed was that of the CANADIAN from Montreal to Vancouver and the SUPER CONTINENTAL from Vancouver to Toronto with side trips to Prince Rupert and Churchill. The total distance travelled was 9661 miles on nine trains in a period of 19 days. The following is a summary of the trip, with train consists.

1. Toronto-Montreal, Train 58, the CAVALIER: (Locomotive not observed, as it was hooked on only minutes before departure and equally hurriedly removed at Montreal), 9631 baggage, 1148 Escuminac, 2134 Nushwaak River, 5709 coach, 757 snack bar, 5583-5636-539 -5382 coaches, 1168 Greenshields sleeping car, 9661 baggage.
2. Montreal-Vancouver, Train 1, the CANADIAN: Locomotives 6536-6624, 606 baggage, 139 Sherwood Manor sleeping car, 118 coach, 517 skyline snack bar, 5715 coach, 335 Chateau Maisonneuve sleeping car, 140 Lorne Manor sleeping car, 145 Strathcona Park dome-lounge car. Because of the hour, and being very unwilling to leave a comfortable sleeper, I was unable to observe the complex shunting at Sudbury where the CANADIAN and the SUPER CONTINENTAL are combined for the run from Sudbury to Winnipeg. However, on arrival in Winnipeg the consist was: Locomotives VIA 1403-CP 1964-VIA 1898, 9670 baggage, 5999-118 coaches, 517 skyline dome car, Belle River sleeping car, 1367 dining car, Erwood sleeping car, Chateau Maisonneuve sleeping car, 140 Lorne Manor sleeping car, 145 Strathcona Park dome car.

A very heavy rainstorm, near freezing temperatures and high winds kept me from reading the numbers of several cars of the above consist. After the train had been again divided at Winnipeg, with the departure of the SUPER CONTINENTAL the consist of the CANADIAN was: Locomotives VIA 1403-CP 1964-VIA 1898, 9670 baggage, 5999-118 coaches, 517 skyline dome car, 5743 coach, 1139 Ennishore sleeping car, 2138 Belle River sleeping car, 16513 Louise dining car, 1128 Elmsdale sleeping car, 140 Lorne Manor

sleeping car, 145 Strathcona Park dome car. 141 Brock Manor was placed between 140 and 145 at Calgary. From Calgary to Vancouver the train was hauled by locomotives 1424 CP-8527-1402 VIA.

3. Vancouver-Jasper, Train 104, the SUPER CONTINENTAL: Locomotives VIA 6512-6610, 9657 baggage, 2014 sleeping car (used by the train crew), 5500-5505 coaches, 2701 Athabaska dome car, 5749 coach, 1338 dining car, 1154 Elmsdale sleeping car, 1147 Erwood sleeping car, 335 Chateau Maisonneuve sleeping car, 93 parlour car.

The most interesting car in this consist was parlour car 93. For nearly 200 miles I rode in this luxurious piece of equipment at the end of the train as the sole passenger, accompanied only by a trainman. It was like a throwback to the 1920's, with the narrow observation deck at the rear and high swivel leather seats-all this with windscreen wipers on the rear windows and "rear view" mirrors at the side of the rear windows, so that one could observe the front of the train. Never did a rail enthusiast enjoy such comfort.

4. Jasper-Prince Rupert, Train 9, the SKEENA: Locomotive 9177, 15407 steam generator car, 9482 combination baggage and sleeping car for train crew, 5548 coach, 1342 dining car, 1172 Green Hill sleeping car. Running through magnificent mountain scenery, this branch line is over 700 miles in length.

5. Prince Rupert-Jasper, Train 10, the SKEENA: Locomotive CN 9176, 15407 steam generator car, 9482 combination baggage and sleeping car, 5548 coach, 1342 dining car, 1172 Green Hill sleeping car. The section near Mount Robson offers the on-train photographer some magnificent shots of Canadian railways in the Rocky Mountains.

6. Jasper-Winnipeg, Train 104, the SUPER CONTINENTAL: Locomotives VIA 6508-6607, 9488 combined baggage and sleeping car for train crew, 120 coach, 2701 Athabaska dome car (taken off at Edmonton), 5730 coach, 1371 dining car, 1155 Evangeline sleeping car, 1115 Edmunston sleeping car, 14208 Chateau Dollier sleeping car, 2129 Riverview sleeping car. In contrast to the CP line between Winnipeg and Vancouver, there is no dome car nor parlour car between Edmonton and Winnipeg.

7. Winnipeg-Churchill, Train 93, HUDSON BAY: Locomotives CN 9152-9153 (operated back to back), 15453 steam generator car, 9662 baggage, 5587-5581 coaches, 1337 dining car, 1114 Edmonton sleeping car, 15001 private car (dropped off at The Pas); it was obviously used as a mobile classroom for railway employees).

Many of the stations north of Thompson are simply signboards without any evidence of buildings, roads or habitation. It could be that many months pass without fare paying passengers boarding or alighting at such places as McClintock and Belcher. The line may well have the dubious distinction of having, for one section, the slowest standard gauge passenger service in the world. The journey of eight miles from Leven (milepost 192 from The Pas) to Sipiwesk (milepost 200 from The Pas) took four hours, 22 minutes-an average speed of 1.83 miles per hour. The reason for this poor timing is that, approximately half way between Leven and Sipiwesk is a Y-junction where the train takes a 31-mile branch line to Thompson. The train stops in Thompson for exactly 90 minutes before travelling the full return length of the branch line and then taking the north curve of the wye, proceeding toward Churchill.

The standard of service in the dining car from Winnipeg to Churchill was the best I have seen anywhere in Canada. At breakfast a large pot of excellent coffee was placed on the table, and the modest wine cellar provided an excellent surprise in the evening.

8. Churchill-Winnipeg, Train 92-94, the HUDSON BAY: Locomotives 9152-9153 (back to back), 15453 steam generator car, 9097 baggage, 9662 baggage, 5587-5581 coaches, 1337 dining car, 1114 Edmonton sleeping car, 5186 coach (attached to the rear end of the train at Gillam and detached at The Pas).

It was very cold in Churchill, and to one not dressed for the weather it was good to get on the train an hour before departure. In the dining car I sat opposite a handcuffed man who was obviously off to spend some time in one of Her Majesty's less fashionable residences. His ability to use a knife and fork was quite remarkable under the circumstances, although the steely-eyed policeman who accompanied him was a discouragement to any conversation.

9. Winnipeg-Toronto, the CANADIAN-SUPER CONTINENTAL: Locomotives VIA 6553-CP 1962, Princess sleeping car, 9660 baggage, 5597-107 coaches, 505 skyline dome car, 5750 coach, Abbott Manor sleeping car, 1140 Enterprise sleeping car, 2136 Riviere Cloche sleeping car, 1362 dining car, 1147 Erwood sleeping car, Chateau Jolliet sleeping car, Evangeline Park dome car. An uneventful journey was marred only by a long wait for a northbound freight at Barrie and a consequent 40-minute late arrival in Toronto.

Afterthoughts: The Canadian rail enthusiast has had much to be despondent about in recent years: the end of steam, the closing of many branch lines, and the end of excursions on non-passenger lines which, together with soaring costs, have tended to put a damper on many a railfan's activities. However, the Canrailpass is one real bright spot on the horizon. At a comparatively low cost it is possible to travel over the whole of the VIA Rail system for a period of from one to four weeks. Nevertheless, from personal experience, two weeks of continuous travel is probably about the limit, even for the most avid railfan, before exhaustion begins to set in. To the basic coach fare which is covered by a Canrailpass must be added the cost of a sleeper (an absolute necessity if the trip is to be really enjoyed). By the same token, breakfast and dinner in the dining car is a treat which should be part of any long rail journey.

The VIA Rail rolling stock is remarkably sturdy and seems built to last almost indefinitely, but most of it is visibly showing its age. Frayed carpetting, sliding doors that require nothing less than brute force, and temperamental electric fans are all part of the aging cars which are found everywhere.

With few exceptions I found the VIA Rail train crews friendly and courteous, and the management is to be congratulated for providing an efficient service under adverse conditions. All services were relatively slow, but timekeeping, in the main, was quite good. Railfans should make a real effort to travel on the two interesting branch lines to Prince Rupert and Churchill. The route taken by the CANADIAN from Calgary to Field has some spectacular scenery and a seat in the dome car is almost a must.

I came away from this long journey with the impression that VIA Rail is making a real effort to improve rail passenger services in Canada, often under very trying conditions. There is reason to believe that, for the first time in a good many years, the general prospects for the future of passenger service seem bright.

Miscellaneous — by Brian C. Nickle

- A track diversion is currently in place on Canadian National's Guelph Subdivision just west of Breslau, where the rail line crosses over Highway 7. A new overpass for the Guelph Sub. is being built there, replacing a two lane bridge which was a bottleneck on the highway.
- The first Canadian National snow plow extra to operate in Southwestern Ontario this winter season was on December 31, 1980. The plow operated from Stratford to Douglas Point and return, and was powered by F7 9178 and a GP9. Since that time, the snow plow extras have been frequent in that area, and have been operating out of Stratford, London East, and Kitchener.

- VIA Rail has purchased the CP Rail station in Regina, Sask. for \$3½ million. The station at Regina is currently used by the CANADIAN, as well as VIA's Trains 680/683, operating between Regina and Prince Albert.
- A recent trip to Sarnia indicated that the East Summit tower, located on the approach to the St. Clair Tunnel, has been closed. Apparently the C.T.C. board and Train Movement Directors have been relocated at Sarnia Yard.
- Canadian National has announced plans to automate six grade crossings in the City of London, which will eliminate virtually all of the crossing watchmen jobs on CN in London. In addition, CN plans to increase the speed of all trains operating through London to 50 mph, which has not made the city fathers completely happy! All of the above projects will be part of CN's multi-million dollar upgrading project planned for London over the next couple of years. In addition to the crossing automation, CN will install C.T.C. and welded rail through London, spelling the end for the switchtenders located at London Junction, Maitland St., and Richmond St. To date, the work completed includes the removal of a siding adjacent to the mainline past Ridout St., the removal of several station tracks at the London Depot to allow for the mainline to be straightened in that area, and the installation of much of the needed underground cable.
- This year's Christmas/New Year peak travel period saw complete GO Transit train sets operating VIA Rail's Toronto-Windsor corridor, which has become the regular practice over holiday periods recently. On December 27, 1980, VIA train No. 71, a Toronto-Windsor "Tempo" schedule, was equipped with GO equipment, this consisting of nine double deck coaches, with F40PH 511 on the head end and F40PH 510 on the rear. No. 71 departs Toronto Union at 0820, and arrives in Windsor at 1245. This set of equipment returned to Toronto as train No. 76, departing Windsor at 1405, and arriving back at Union Station at 1825. Also on December 27th, VIA Toronto-Windsor "Tempo" No. 73 operated with GO equipment, again a nine car train of double deck coaches, with F40PH's 514 and 512 providing the motive power. The times for No. 73 are 1235 out of Toronto Union and 1640 arriving in Windsor.

While the GO equipment was operating on the Toronto-Windsor corridor, some of VIA's "Tempo" equipment was showing up assigned to unusual routes. For example, on December 28th, VIA's Toronto to London via Stratford train No. 663, which is normally equipped with three RDC's, was seen operating with RS-18 3155, Tempo coach 360, Tempo cafe-bar-lounge 342, and Tempo coaches 364 and 376. No. 663's equipment returns to Toronto from London as No. 666, departing London at 1630, and arriving back in Toronto at 1925.

- During the summer of 1980, ex-CNR 4-8-4 6167 of excursion fame was given a complete facelift in its display location near the CN Guelph station. The job was well done, but it appears that quite a bit of artistic liberty was taken in re-applying the CNR maple leaf herald, as it is not an authentic copy which was painted back on the engine.
- Construction is well under way on the new Essex Yard in Windsor, which is being built by Ford of Canada at a cost of over \$1 million, and is expected to be completed in time for the opening of the new \$600 million Ford engine plant there this April. The new engine plant will build Ford's V6 motors, and will be served by Canadian National yard crews. It is expected that the new plant will require the addition of a new yard crew to service it, when it goes into full operation in the spring.
- It has been learned that Amtrak has been in discussion with VIA Rail on the operation of a through New York-Toronto train via Niagara Falls. If the service is approved, it would probably commence with the spring timetable change.



Edmonton transit



Elsewhere, POP may continue to mean Good Old Dad, a soft drink or a form of concert; however, on Edmonton Transit its principal meaning since last November 19th has been the Proof Of Payment fare system, introduced that day on the LRT line. Better known heretofore as the Honour System, and long used by European transit operators, POP involves a squad of roving inspectors who may demand of any passenger, on board trains or in other "paid" areas, the production of a valid pass, fare receipt or transfer. Failure of the rider to produce such valid transportation will result in his being levied a fine of \$25 or more (up to \$100) by the POP inspector. The cartoon character appearing herewith, with "POP" on his uniform cap, is being used by ETS as an identifying symbol for the new fare system. Edmonton City Alderman Lois Campbell (acting on behalf of Mayor Purves) opened the Proof Of Payment System on November 19th by depositing the first fare. This is believed to be the first use of roving fare inspectors on the North American continent although other cities having rail rapid transit systems (including Calgary) are expected to follow. This item, and the accompanying cartoons, are from ETS "Transit News".

FURTHER NOTES FROM EDMONTON

by N.C. Marshall

● Edmonton Transit System locomotive 2001 (see Newsletter 373, P. 5) has been nick-named "White Lightning" by ETS personnel. The unit is hauling spoil trains from the Jasper Avenue tunnel to a dump site north-east of Belvedere Station, the present outer terminus of the LRT line; the daytime movements are fitted between regularly scheduled passenger runs. Construction on the tunnel section commenced on October 26, 1980, using the City of Edmonton Water and Sanitation Department "mole". The new extension, on which construction will continue by cut and cover method beyond 107 Street, is known as the South Light Rapid Transit project, and most of the cost of construction is being financed by the Province of Alberta's Transit Capital Assistance Program. ETS and the City's Public Relations Department are co-ordinating an extensive year-long public information campaign in relation to the SLRT project, aimed at motorists, shoppers, the businessmen on Jasper Avenue and the general public.

● CN officially took over the Northern Alberta Railways on January 1st, with full integration of the operations expected to take about one year. Maintenance formerly carried out by NAR at its Dunvegan Yard has already been transferred to CN Calder Yard; most trains on the ex-NAR lines, now the Peace River Division of CN, will henceforth be made up at the latter yard. The equipment fleet assumed by CN consists of 21 locomotives, 100 leased freight cars, 226 work and miscellaneous cars, seven passenger cars and 22 cabooses. Some of the oldest equipment will be retired on an immediate basis.



LONDON TO KEEP CN MOGUL

by Mike Lindsay

It was reported in Newsletter No. 374 that CNR E-10-a Mogul No. 86, which is displayed at London's Western Fair Grounds, was no longer wanted by the city due to its derelict condition. Now, somewhat ironically, the city has decided to keep the engine and perform a minimal face-lift, only after receiving some requests for purchase from St. Thomas and five other municipalities or associations. Instead of the \$50,000 restoration that St. Thomas has offered, No. 86 will receive cosmetic repairs of about \$9,000, which could include sandblasting, painting, and some metal restoration. According to the London Public Utilities Commission, this will "make the engine presentable for five to ten years, after which the process would have to be repeated." The P.U.C. was given the engine 22 years ago, but no written obligation was made to maintain it, although limited repairs have been done. This consisted chiefly of placing bars across the rear of the cab to keep out transients and vandals. The locomotive, which was originally built as G.T.R. 1006 at Kingston, has quite a colourful history. It later became CNR 908, and was finally renumbered 86 to vacate a number series for a group of newly purchased diesels. Perhaps, its most interesting feature is that the engine was actually purchased by the London & Port Stanley Railway on April 30, 1958, this being at the time when the L&PS was still owned by the City of London. Although the engine never ran after being purchased from CN, it is interesting that 86 was the last motive power purchased by the L&PS before it was absorbed by the CNR. G-12 diesel L-5, for comparison, was purchased from GMD in July 1957. In conclusion, one must assume that a cosmetic restoration for this 71-year old veteran is better than no restoration at all, but it would have been very interesting to see St. Thomas' proposal brought to fruition.

Canadian Transport
Commission

CANADIAN TRANSPORT COMMISSION-RAILWAY TRANSPORT
COMMITTEE condensed by Raymond L. Kennedy

Order No. R-31079, July 3, 1980: this deals with an application by VIA Rail Canada Inc. to integrate, during the off-peak period, transcontinental trains Nos. 1 and 2 and the tri-weekly service provided by Nos. 185 and 186 (formerly 417 and 418) between Sudbury and White River. The RTC authorized VIA to make changes in the transcontinental schedule that resulted, effective September 29, 1980 in daylight hours service between Sudbury and White River provided by Nos. 1 and 2, with 185 and 186 discontinued during the off-peak season (the latter are to be restored daily except Tuesday during the peak season). VIA is to ensure that all duties and stops performed by 185 and 186 are covered adequately by Nos. 1 and 2, without adversely affecting on-time performance or resulting in inconvenient arrival or departure times at major cities. A report was to be submitted to the RTC by December 31, 1980 describing the effect of the discontinuance of 185 and 186 on the operation of 1 and 2.

The integrated schedule adds considerable time to the CANADIAN's run, and requires stopping a long train at numerous flag stops, altogether a questionable situation. Additionally, local service will suffer on the frequent occasions when the transcontinental is running late, especially No. 2, having come all the way from Vancouver. Regardless of how late these trains run, never is a new train started on time at some point en route, as was done in past years. The possibility of a local run being initiated between White River and Sudbury on those days when No. 2 is very late (say, over four hours) has been eliminated because two of the RDC's normally stationed at Sudbury were sent to Montreal for winter storage. Two others went elsewhere. A comparison of running times is as follows:

1. Former separate services - Sudbury-White River:

417 Tuesday, Thursday, Saturday Eight hours, 20 minutes.
 1 Daily Seven hours, 35 minutes.

White River-Sudbury:

418 Wednesday, Friday, Sunday Nine hours, 30 minutes.
 2 Daily Seven hours, 40 minutes.

2. Integrated Service - Sudbury-White River:

1 Daily Nine hours, 15 minutes.

White River-Sudbury:

2 Daily Nine hours, 20 minutes.

Implementation of the Regina-Prince Albert experimental passenger train service, as provided for by Order No. R-29855, November 8, 1979: VIA Rail and CN were ordered to institute this service for a period of one year. It started on April 27, 1980, operated with a refurbished RDC-2 featuring fully reclining seats (64) and checked baggage, on the following daily schedule:

0700	Leave Prince Albert	Arrive 2310
0910	Arrive Saskatoon	Leave 2100
0930	Leave Saskatoon	Arrive 2040
1240	Arrive Regina	Leave 1730

In addition, a bus service is operated from Prince Albert to Saskatoon to provide a connection to the westbound SUPER CONTINENTAL and also from this train to Prince Albert.

VIA is studying, along with the City of Saskatoon, CN and CP Rail, the aspects of moving operations to the downtown CP Rail location. A guaranteed limousine service is operated by United Cabs on arrival at Saskatoon station and also from major downtown hotels to the station. Richmond Station is served by the Saskatoon Transit System to the downtown area except on Sunday mornings, therefore VIA will arrange limousine service to the downtown area at the same cost as from the main VIA station.

Promotion of the experimental service will include public display of the refurbished RDC at the larger communities, accompanied by newspaper and radio advertising, a shopping mall display, pamphlets and timetables at hotels, motels, tourist bureaus, etc. Schools, universities, clubs, government offices, etc. will be solicited for traffic. An Advisory Committee will be formed to include representatives of the Provincial Government, Transport 2000, railway unions, etc. The RTC suggests that a regional service such as this should be partially paid for by the Province of Saskatchewan and local authorities in return for their being able to plan the service to suit themselves. The previous service had been criticized because it took almost four hours to make the run, as compared to less than three hours by bus or auto (30 m.p.h. running in C.T.C. territory), because of failure to use CP Rail's station in downtown Saskatoon, and further as to the \$4 minimum fare. The new schedule did not improve the running time and the practice of turning the RDC at the cost of an additional 15 minutes on the schedule remains (this strange practice must be a local oddity and is quite difficult to understand as the RDC is by nature bi-directional). No reduction in the \$4 one way minimum fare was made although the round trip minimum was reduced from \$8 to \$6, as that is now VIA's tariff systemwide. The existing Friday travel restriction for the one to three day excursion fare was lifted, as was done for the Halifax-Yarmouth experimental service. Losses for 1975-1979 had increased each year, from \$697,000 to \$1,000,000.

Evaluation of the experimental service will be based on certain criteria.

The cost-to-revenue ratio should improve significantly from the average over the last five years, which was 16:1, the worst of any service operated by VIA (Edmonton-Drumheller is next highest at 9.8:1; Halifax-Yarmouth is 6.8:1, and the average for regional services is 7.4:1. Passengers carried on the Regina-Prince Albert service (1975-1979) averaged 13 per trip; this must rise to 28 per trip just to reach a cost-to-revenue ratio of 9.8:1, regarded as the minimum improvement to be satisfactory. The actual experimental period will run from October 1, 1980 to September 30, 1981; however, service will continue beyond the latter date pending an RTC decision due on January 31, 1982.

Notice August 15, 1980 of public hearing by the RTC to be held on September 8, 1980 on an application by the CNR requesting authority to discontinue passenger trains 148 and 149 between Winnipeg and Farlane. Losses (1975-1978) are determined to be \$233,252, \$264,336, \$282,003 and \$328,432 respectively. This service runs only a few times per year, leaving Winnipeg at 1750 Fridays and arriving at Farlane at 2130. Return is from Farlane at 1730 Sundays, arriving at Winnipeg at 2120. This service runs from late May to Labour Day and serves mainly "cottage country".



READERS' EXCHANGE

- Larry Eastwood, Box 41, Huntingdon Valley, Pa. 19006, U.S.A., will purchase 1979 VIA Rail Canada annual report for his collection.
- Raymond L. Kennedy, P.O. Box 8, Station D, Toronto (Phone 241-9180) wants to obtain a copy of My Life on the Head End by Percy Adams (CPR engineer: book published about 1957).

State price and condition in first letter. Wants also TH&B employee timetables (list appeared in December 1980 Newsletter) and photo of CNR SW900 7244, which is believed to have a front like an SW1200 RS.

- Richard Tatley (on behalf of the Muskoka Steamship and Historical Society) R.R. 10, Brampton, Ont. L6V 3N2 seeks the help of UCRS members in compiling a film-documentary on CN 6060's last run to Gravenhurst in 1979; what, more specifically, is required is the following:

(a) Two fair-sized colour still-photos, one of 6060 in action, preferably moving from left to right or towards the viewer and the other of the tail end of the train; these would be used as backdrops at the beginning and end of the film;

(b) Some additional Super 8 film-footage, perhaps showing the train at Union Station, or leaving Toronto, or watering up at Newmarket, etc. Film shot from the train itself would be welcome, to provide variety and relieve the rather tiresome sameness of the sequences already on hand;

(c) Some recorded railway sounds, preferably of 6060 running past or approaching stations.

The MS&HS would expect to copy any film or recorded sound at its own expense and would return the originals to their owners at the first possible opportunity.

- John R. Davis, GTR Historian, Island Pond Historical Society, Box 18, Rumford Point, Maine 04279, U.S.A. wants to obtain a photo of the Great Western Railway engine STARK for the archives of the IPHS, or to be provided with information as to where a print might be obtained.

- David Powell, Pender Island, B.C. VON 2M0 will sell for highest offer Official Guides for 1940 through 1946 and 1955 in very good condition. Add \$2 postage to bid. Also for highest offer, in very good condition, are 15 CN employees' timetables: Northern Ontario 1953-1961, London 1955, 57, 59, 60, 61, 63, Eastern Region 1962, Central Region 1957, Belleville 1957.



I T E M S

● A senior citizens' apartment building, to be constructed at the north-east corner of Mount Pleasant Rd. and Eglinton Ave. East, will have as the northerly part of its site the present off-street terminal loop of the TTC's 74-Mount Pleasant trolley coach route. The new building will be located clear of the loop itself, which will remain in use and in its present position. However, a portion of the building in the form of a second storey level deck will extend over the loop, forming a sheltered passenger boarding and alighting area, with the building lobby immediately adjacent. The residents of the new building will thus be afforded taxi-style pick-up and drop-off right at their front door, provided however by Mount Pleasant T.C.'s.

● The City of Toronto has requested the TTC to consider the relocation of the 4-Annette t.c. route from Bedford Road to St. George Street (see Newsletter 363). The Commission has observed in response that the cost of overhead installation on the latter street and along Prince Arthur Avenue to the present loop at the east end of St. George Station would be between \$150,000 and \$200,000 and that signalization of the Dupont-St. George intersection would also be necessary. While the TTC has advised the city further that the cost is substantial in relation to the potential benefits of the rerouting, discussions are continuing.

● One of the recommendations in the final report (Dec. 1979) of the Joint Metro/TTC Transit Policy Committee was to consider expanding the system's electric transit routes in the 1980's. TTC Planning staff are presently looking at the eligibility of certain heavy diesel bus routes for trolley coach operation. The timing of such electrification would depend on how rapidly the operating cost of diesel buses escalates in the future. Recent Equipment Department studies have shown trolley coaches to have a higher operating cost—due primarily to changes in amortization rates of the present fleet (replacement vehicle costs have climbed considerably in the past 10 years as have interest rates). The TTC has indicated that, except for the possible return of streetcars on Spadina Ave., all future electric (on-street) transit expansion would take the form of trolley coach routes. A decision on whether to proceed with a feasibility study of streetcar operation on Spadina must await the outcome of municipal studies into downtown traffic, parking and loading.

--Ted Wickson

● The TTC's 1981 surface track rehabilitation program includes the replacement of specialwork at the following intersections: Queen-Victoria, College-Bathurst, Queen-Broadview, Queen-McCaul, Queen-Connaught and Dundas-Spadina. New special trackwork will be installed at Fleet Loop to render same bi-directional. Tangent track rehabilitation will be carried out in the following locations:

- Lake Shore Blvd. West, First Street to 300 feet east of Albert Street, (6000 feet).
- Bathurst Street, Ulster Street to north of Bathurst Station (2750 feet).
- Queen Street East, Wineva Avenue to Maclean Avenue, (1300 feet).
- King Street West, Spadina Avenue to Bathurst Street (2000 feet).
- King Street East, Toronto to Jarvis Streets (1100 feet).
- Queen Street West, University Avenue to John Street (700 feet).

All rehabilitation jobs involve the replacement of the existing rail with new T-rail, with the exception of the King Street East and King Street West undertakings.

Distances given are of double tangent track. The trackage on College Street between McCaul and Spadina had originally been planned for rehabilitation in the 1981 program, but upon the request of the City

(continued on P.25)

TORONTO TRANSIT COMMISSION

Roster of PASSENGER CARS December 31, 1980

CLASS	NUMBERS	TOTALS
K-2	⊕ 2424	1
P	⊙ 2766, 2894	2 3 Witt
A-1	(Extinct 1969 - 4055 last unit)	0
A-2	(Extinct 1974 - 4199 last unit)	0
A-3	(Extinct 1972 - 4247 last unit)	0
A-4	(Extinct 1971 - 4261 last unit)	9
A-5	(Extinct 1974 - 4275 last unit)	0
A-10	(Extinct 1975 - 4578 last unit)	0 0 Air-Elec PCC
A-6	*4300-03/05-06/08/10-20/22-32/34-88/90-95/97-99 (79 rebld)	93*
A-7	*4400/04/06-07/09/11-26/28-29/31-33/35-45/47-49 51-60/62-74/76-85/87-89/91-97/99 (45 rebld)	84*
A-8	4500-03/05-12/14-49 (49 rebld)	48
A-9	*4550-59/61-63/65-71/73-74	22*
A-11	*4626-29/32-38/40-41/43-45/47/53-44/59-61/64/66-67/69/ 71-74	30*
A-12	*4675-80/82-99	24*
A-13	*4701/04/05/37/42	5*
A-14	(Extinct 1977 - 4766 last unit)	0 306* All Elec PCC
L-1	4000-4005	6
L-2	4010-79/85-99, 4100-19 (105 delivered, 83 accepted)	105+ 111+ CLRV
G-1	5000-03/06-57/60-99	96
G-2	5100-05	6
G-4	5110-15	6
G-3	5200-03/06-27	26
M-1	5300-35	36
H-1	5336-87/92-99; 5400-99	160
H2 & H3	5500-5575	76
H-4	5576-5663	88
H-5	5670-5807	138 632 Rapid Transit
TOTAL CARS		1052*

NOTES

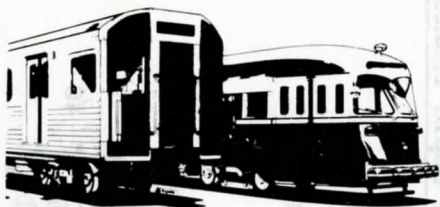
- ⊕ 2424 leased from museum in 1974 for Tour Tram Service.
- ⊙ 2766 owned as TTC relic; 2894 leased 1973; both operated as Tour Trams.
- * Stored 49 cars (see Storage list)

PCC service cars not included in totals: 4700 (retired training car);
4504 (training); RT-14 & 15 (ex 4410, 4446); W-30 & 31 (ex. 4631, 4668)

Cars with dual controls: 4300-03/05-06/08/91-95/97-99 15
4400/04/06-07/09/11-13/92-97/99 15
4500-03/05-08; 4550; 9
4701 1

} 40

+ Not accepted: 22 CLRV (4077-79, 4101-19)



Divisional Assignments

Division					Dual Controls		
Russell	A.6	4300 - 4379	(71)		4300	4391	4492
	A.6	4390 - 4399	(9)		4301	4392	4493
	A.7	4490 - 4499	(7)		4302	4393	4494
	A.11	4625 - 4674	(15)		4303	4394	4495
	A.12	4675 - 4699	(13)		4305	4395	4496
	L.1	4000 - 4005	(6)		4306	4397	4497
	L.2	4010 - 4034	(25)		4308	4398	4625
				(146)		4399	
Witt Cars 2424, 2766, 2894							(22)
Roncesvalles	A.6	4380 - 4388	(9)		4400	4500	4507
	A.7	4400 - 4489	(69)		4404	4501	4508
	A.8	4500 - 4549	(48)		4406	4502	4550
	A.9	4550 - 4574	(15)		4407	4503	
	A.13	4701 - 4747	(1)		4409		4701
	L.2	4035 - 4199	(58)		4411	4505	
				(200)	4413	4506	(17)
Davisville	G.1	5000 - 5099	(96)				
	G.2	5100 - 5105	(6)				
	G.3	5200 - 5227	(26)				
	G.4	5110 - 5115	(6)				
					134		
Greenwood	M.1	5300 - 5335	(36)				
	H.2	5506 - 5575	(70)				
	H.3	5500 - 5505	(6)				
	H.4	5576 - 5663	(88)				
	H.5	5732 - 5807	(76)				
					276		
Wilson	H.1	5336 - 5499	(160)				
	H.5	5670 - 5731	(62)				
					222		
Total Witt Cars - 3					Total P.C.C. Cars - 257		
					Total C.L.R.V. - 89		
					Total Subway Cars - 632		

Training Car - 4504 (Not included in the above totals)

December 31, 1980



this work has been deferred until 1982. The estimated cost of the 1981 projects is \$2,573,000.

Also to be undertaken during the year, with work scheduled to commence in July, is the extension of double track on St. Clair Avenue, west from Keele Street to Maybank Avenue, together with construction of the new Maybank Loop. This is not included in the TTC's official 1981 program as the cost will be borne by the Province of Ontario in connection with roadway changes in the area.

● The 1980 disposal list of TTC PCC cars is as follows:

4304	Aug. 26	C	4450	Oct. 1	C	4642	June 27	B
4307	Sept. 25	C	4461	Feb. 25	A	4649	July 2	B
4389	Jan. 21	A	4475	Feb. 19	A	4650	June 27	B
4401	Jan. 23	A	4486	Feb. 20	A	4658	Sept. 2	C
4402	Apr. 2	A	4490	Aug. 20	C	4670	July 2	B
4403	Feb. 7	A	4498	Feb. 8	A	4681	Jan. 30	A
4405	Feb. 21	A	4504	Dec. 5	E	4713	Sept. 19	C
4408	Mar. 20	A	4560	Sept. 23	D	4715	Sept. 5	C
4427	Sept. 23	D	4572	June 27	B	4719	Jan. 25	A
4430	Sept. 29	C	4625	Mar. 18	A	4721	Sept. 23	C
4434	Sept. 23	D	4639	Mar. 24	A	4723	Aug. 28	C
						4738	Mar. 17	A

Total: 34 cars (33 scrapped, one to service car).

Notes: A - Sold to B. Wortsman, scrap dealer; cut up at Hillcrest.
B - Sold to Brantford Iron & Metal, Brantford, Ont.; removed intact by truck.

C - Sold to International Iron & Metal, Hamilton; cut up by B. Wortsman at Hillcrest.

D - Sold to B. Kostuck, R.R. No. 1, Brantford; removed intact by truck; 4427 and 4560 to storage, December 31, 1980.

4427 and 4560 to Langford Restaurant, Highway 2, Brantford, as ice cream parlours; 4434 to storage shed at Kostuck's residence.

E - Converted to training car at Hillcrest, replacing 4700.

Dates given are those when cars finally cut up or when removed from Hillcrest intact by truck. All cars in B group were loaded on June 27.

● The 1980 PCC car storage list follows:

4304	C	4461	A	4637	D	4678	B	4307	C
4475	A	4638	A	4679	B	4314	D	4479	D
4639	C	4680	D	4357	D	4486	A	4642	C
4681	A	4358	D	4489	D	4643	D	4682	D
4363	D	4490	C	4647	D	4687	D	4389	A
4498	A	4649	C	4688	D	4401	A	4494	D
4650	A	4689	B	4402	A	4552	B	4653	D
4691	D	4403	A	4554	D	4654	D	4699	B
4405	A	4560	C	4658	C	4704	D	4408	A
4565	B	4659	D	4705	B	4412	D	4567	B
4660	D	4713	A	4427	C	4568	B	4664	D
4715	A	4430	C	4569	B	4666	D	4719	A
4434	C	4570	B	4669	B	4721	A	4435	D
4572	A	4670	A	4723	A	4444	D	4625	C
4674	D	4737	B	4450	C	4628	B	4676	D
4738	A	4452	D	4629	D	4677	B	4742	D
4454	D	4632	B						

Code: A - Car stored in 1978 or 1979, removed 1980.

B - Car stored in 1978 or 1979, remained in storage, December 31, 1980.

C - Car stored in 1980, removed 1980.

D - Car stored in 1980, remained in storage, December 31, 1980.

All stored cars were at St. Clair Division as of December 31, 1980 except for eight cars at Hillcrest: 4357, 4660, 4680, 4687 and 4737 in scrapyard being disposed of (4687 cut up finally on December 16); 4444 held for CRHA; 4632, 4643 being stripped.

• After permitting Toronto transit riders to have a Merry Christmas, the TTC dampened New Year's festivities by deciding on December 30th to raise fares effective January 4th. The opposition of Toronto Mayor Arthur Eggleton and several other elected representatives in a deputation before the Commission did nothing to sway the decision. Adult fares rose from six tickets (or tokens) for \$3 or 60 cents cash fare to seven tickets for \$4 or 65 cents cash fare. Senior citizens' and students' tickets rose from six for \$1.50 to seven for \$2, while children's tickets were increased from six for \$1 to five for 90 cents. The ticket/token price hike for adults, senior citizens and students is in the order of 14.29%, although the adult cash fare increase was only 8.33%. Students' and children's fares had not been increased since January 1, 1978, although adult fares were raised last on March 12, 1979. The price of METROPASS was held at \$26 for a period after January 4th, but the Commission voted later in the month to raise this to \$29.75. Fortunately for the TTC, from a public relations point-of-view, an increase in gasoline prices went into effect on January 1st, and the Commission took ads in the press pointing out that, while fares were going up by 13% (the average increase of all rates), the cost to operate an average automobile had gone up by 24% over the period since the previous fare increase, and that gas prices had escalated by 35% during that period. The ads also mentioned, incidentally, that the cost to the TTC of diesel fuel had gone up by 64% over the same period (there was no mention of the cost increase in electrical energy purchased by the Commission).



RTA



Cleveland's new LRV's (see right hand line drawing above) are arriving; the first car was exhibited at Cleveland Union Terminal from December 9th to 11th, at Shaker Square on December 13th and 14th, at Green Road and Shaker Blvd. from the 16th to the 18th, and at Warrensville Road and Van Aken Blvd. on the 20th and 21st. The new cars will replace most, if not all, of the RTA's fleet of PCC cars (formerly owned by Shaker Heights Rapid Transit) which date from 1946-1948 (some acquired second-hand). In addition to modernization of the car equipment, the former SHRT is undergoing an extensive rehabilitation program including the installation of continuous welded rail, an improved power distribution system, new station platforms and glass/aluminum shelters. Guard walls, including tree wells, are being installed along the section of the line between East 110th Street and Shaker Square; the catenary is being renewed on the East 55th Street-Shaker Square portion. The LRT trackage in Cleveland Union Terminal has been replaced, and a new substation has been installed at Shaker Blvd. and Warrensville Road. All of these and other changes promise to allow what is one of the continent's oldest LRT operations to take its rightful place alongside the brand new systems in demonstrating the finest form of surface transit technology available to-day.

--Based on information from Dave McKay



UCRS and other events and activities

by Ed Campbell

The Annual Meeting of the Society will be held on Friday, March 20, 1981 at 8 P.M., 92 Adelaide Street West, Toronto in the Strollers' Club on the 4th floor. The Nominating Committee would appreciate your help by submitting names as soon as possible. Phone John Thompson, Committee Chairman, at (416) 759-1803 with your name or names for nomination.

Douglas Page, who acts as Chairman of the UCRS Hamilton Chapter, is in St. Joseph's Hospital, Room 720, we are very sorry to report, and wish him a speedy recovery.

Jim Walther has resigned as a Director of the Society and Raymond Kennedy has been appointed in his place. It is understood that Jim will remain active in the Society and we wish to thank him very much for all his help in the past.

Sales of the UCRS "Western Steam Tour" (June 25-July 6, 1981) are going very well. You would be well advised to get your order in right away. Refer to the flyer attached to the November 1980 issue of the Newsletter. The basic adult fare is \$1325.00, two to a room; the basic child fare is \$775.00.

The "Winter Rails and Trails" excursion scheduled for February 7 and the street car and trolley coach trips for February 8 have been regretfully cancelled.

Rex Rundle, a long-time UCRS member will present a slide show at Rosedale Presbyterian Church on Friday, February 13th at 8 P.M. The church is at the south-east corner of Mount Pleasant Road and South Drive in Toronto. The slides are about 40 years old, and Rex would like help in identifying certain locations. If you are willing to help, please attend (if you cannot assist, attend anyway).

From May 14 to May 24, 1981 there will be a tour to the United Kingdom covering narrow gauge tourist railways such as the Snowdon, Festiniog, Vale of Rheidol, Worth Valley and Severn Valley. There will be visits to the York Museum and Clapham Junction as well as to the London Underground and any special trains. The fare of \$1649.00 includes air, hotel, buses and trains. More information from Unravel Travel (416) 626-1251.

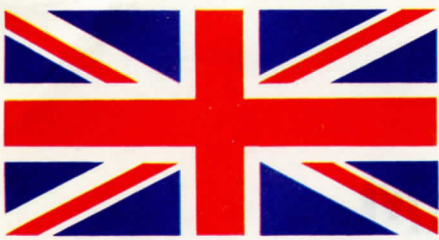
Friday, February 20-Regular UCRS Toronto meeting at the Strollers' Club, 92 Adelaide Street West at 8 P.M. Doors will be open at 7 P.M. for general conversation and socializing. The meeting program will be an update on construction progress on the Buffalo Light Rail Rapid Transit line, presented by Jim Ball, Construction Manager, Niagara Frontier Transportation Authority, and Larry Schieber, Community Relations Officer, NFTA. This is certain to be a fascinating and informative meeting, so plan now to attend.

Friday, February 27-Regular Hamilton Chapter meeting will not be held.

Publications: Two books are being featured - 1. Rails to the Lakes by Charles Cooper, 160 pages, 136 illustrations, hard cover, \$19.95; 2. Running Late on the Bruce by Beaumont and Filby, CPR lines to Owen Sound, 60 pages, 80 photographs, soft cover, \$6.95. Order from UCRS Publication Sales, Box 122, Terminal "A", Toronto, Ontario M5W 1A2.

WEST COAST NEWS from material contributed by Mike Mastin

- CP Rail has set \$100,000 as a flat rate for the operation of a special train for skiers by the Esquimalt and Nanaimo Railway Steering Committee on 36 round trips between Victoria and Courtenay, B.C. The Committee intended to operate these trips over an 18-week period using Budd RDC equipment with a two-man crew. Beyond this CP insisted that VIA Rail be responsible for any legal action or damage arising from the special movements. Harold Murray, Vice-President of VIA Rail West, informed John Cooper, Chairman of the Steering Committee, that he was "afraid that the out-of-sight costs render the operation virtually impossible". He indicated further that a detailed cost breakdown of quoted charter rates cannot be obtained from either CN or CP and that such information is provided only to the Ministry of Transport and the CTC. Mr. Cooper told the press that \$100,000 was "an outrageous sum", that the two major railways have a blank cheque to charge VIA whatever they want, and that there was no possible way the intended ski runs could be operated with such an inflated payment being demanded. He stated further that the Steering Committee had felt that the excursions would have had a tremendous potential for growth and that a market could have developed over the entire Pacific Northwest. The E&N Steering Committee is composed principally of E&N employees and has put forward a number of proposals to improve business on the railway and to ensure continuation of the passenger service; most members also belong to the United Transportation Union, which had indicated that it would agree to certain work concessions to make the ski specials a viable operation.
- The Canadian Transport Commission has announced that a public hearing, which VIA Rail was very much trying to avoid, has been set for February 10th in Victoria City Hall to deal with public complaints about the minimum tariff imposed on E&N Ry. passengers (raised from \$3 to \$4) which, according to John Cooper of the E&N Railway Steering Committee, has "destroyed the traditional short-haul traffic".
- Ex-CPR 2-8-0 3716 (Montreal, 1912), now owned by the B.C. Government, recently completed its assignment in the filming of The Grey Fox, the story of turn-of-the-century train robber Bill Miner. Following removal of the period smokestack and headlight and certain other alterations, the Consolidation has been sent to Red Pass, west of Jasper, for the shooting of Last of the Desperadoes, a movie which is set in Colorado despite the fact that "on location" is far to the north in the Canadian Rockies. Robert Swanson, former Chief Engineer of the British Columbia Railway and now historian and chaperone for the B.C. Government's 10 steam locomotives (not all operable) has indicated that 3716 was refurbished in 1975, hauled the B.C. travelling Museum Train for two years, and since that assignment has been used in the making of movies. Former MacMillan Bloedel locomotive engineer Spike Carson, who retired in 1977, began a new career as the regular man at the throttle of 3716. The locomotive is an oil burner, but was altered to have the appearance of a coal burner for its two more recent films. In the making of The Grey Fox, incidentally, the station at Parksville on the Esquimalt and Nanaimo was turned into a period replica of Kamloops Station, with appropriate nameboards. Eighty costumed extra hands were used as train (3716) watchers in one scene in the movies, as pictured in the Victoria Times-Colonist on November 19th.
- The restored E&N Railway station at Duncan, B.C. has been marked by a plaque signifying its dedication, on January 14, 1980, as a heritage structure. The restoration was jointly sponsored by the B.C. Heritage Conservation Branch and the Duncan Downtown Business Association and the plaque was unveiled last September.



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London Transport Neasden

1 Rush Hour at Clapham Junction

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1 Railway Pub Luncheon

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Full details on the next page

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For complete information and some very interesting colour slides and brochures, come to the February 20th UCRS meeting in Toronto or the February 27th meeting in Hamilton or call Unravel Travel at (416) 626-1251 in Toronto.

Deposit Requirements: Because accommodation and seats are limited, we recommend that you make your deposit soon. Please forward your cheque in the amount of \$200.00 to:

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M9C 1A3

Final Payment: Final payment is due no later than April 6, 1981. Major credit cards can be accepted for the airfare portion of the tour.

Cancellation Charges: If cancellation is made prior to April 5, a penalty of \$100.00 per person will be assessed. After April 6, the cancellation penalties for air and tour will total \$400.00 per person.

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