



REMAINDER
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Newsletter

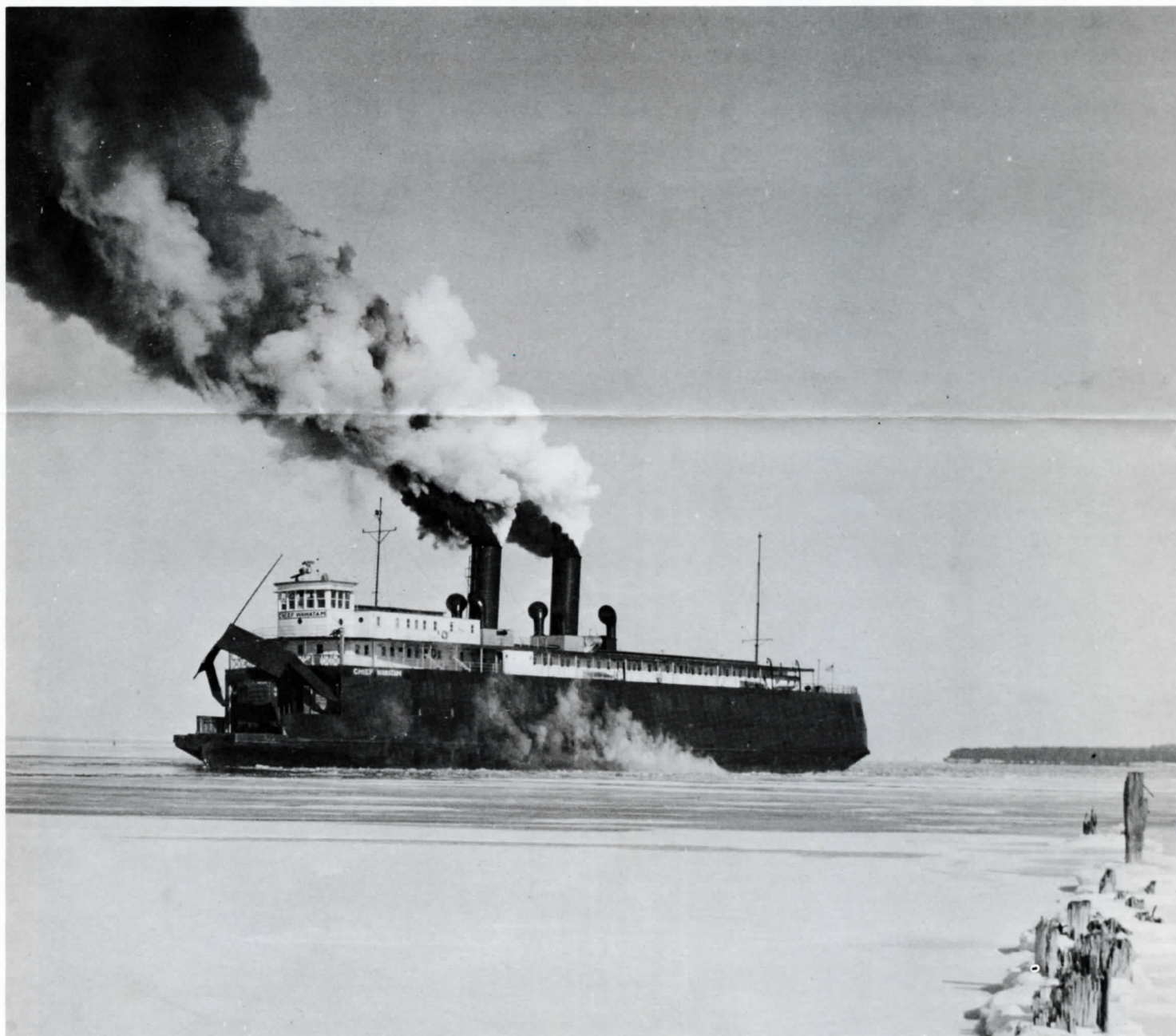
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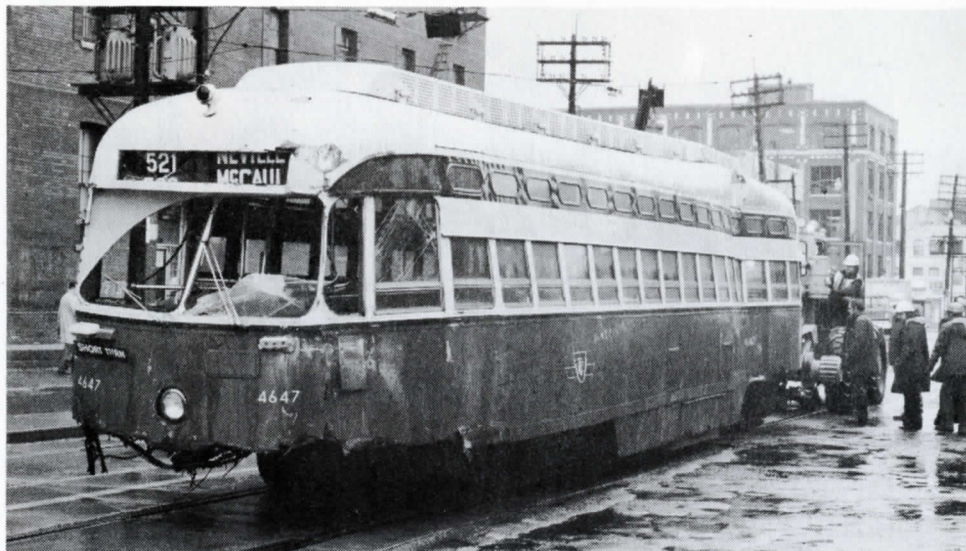
TORONTO AMUSEMENT PARK RLYs.

NUMBER 387

JANUARY 1982



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



--photo by Dave Onodera

TTC ex-Cleveland PCC 4647 is shown about to be towed south to Exhibition Loop for short term storage before being moved to Hillcrest (where it remained as of Dec. 14, 1981). The car is facing north on the southbound track on Bathurst just below King, after being extricated from the storefront into which it crashed after running away down the Bathurst St. hill. Note the torn-away anticlimber and skirting, and the bow in the side of the car from striking a utility pole before coming to a rest.



A stoker shovels Kentucky coal into one of the CHIEF's hungry furnaces, in a classic marine scene from yesteryear. Incredibly, this photo was made in July, 1979.

--photo by John D. Thompson



--photo by Tony DeSantis

CN GP9 (u) 4000, MacMillan Yard, Toronto, Oct. 11, 1981. The unit, designated class GR418 by the railway, was formerly 4568, class GR17. It carries a CN Rail--Pt. St. Charles Shops "rebuilder's" plate. It's the first locomotive outshopped in CN's 150-unit GP9 rebuilding program.

A Soo Line road switcher shoves a cut of cars onto the CHIEF WAWATAM at St. Ignace, Michigan. Note the vessel's raised seagate, in this view from the wheelhouse. The long building is the Soo Line station. July, 1979



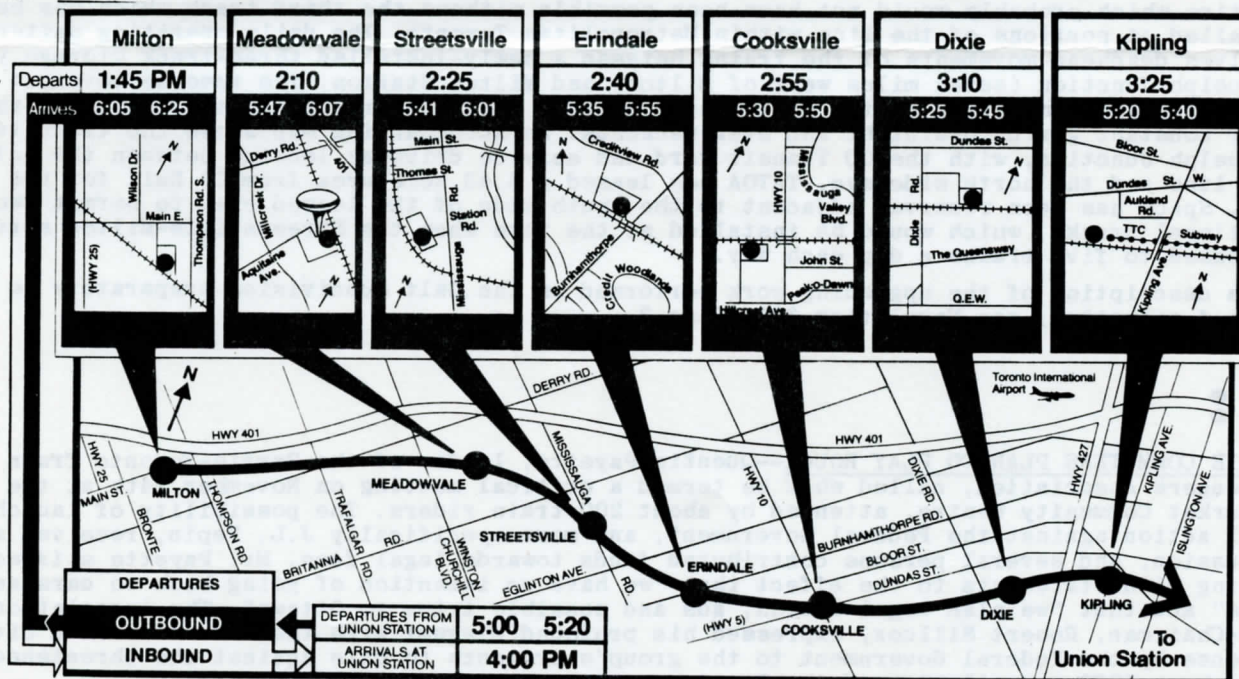
--photo by John D. Thompson

The Commuter Scene

1: MORE ON



The 32-mile Streetsville-Milton GO Transit line, latterly known as GO Train 4, went into regular service on Monday, October 26, 1981, following the ceremonial run and other inaugural festivities of the previous day as described by Bob Sandusky in the December issue. GO Train 4 provides a convenient and economical alternative to auto commuting for residents of the Milton, Meadowville, Streetsville, Erin Mills and Mississauga City Centre areas. With seven stations (apart from Toronto Union) in the most rapidly growing area adjacent to Metropolitan Toronto, the new service is expected to provide some relief for the Lakeshore West line. Service consists initially of three a.m. rush hour trains, with single level equipment, from Milton to Toronto and three westbound trains to Milton in the p.m., each weekday, with times as shown on the following map-schedule.



At Kipling Station a direct connection has been established with the Kipling Terminal of the TTC Bloor-Danforth subway, which permits easy access to Midtown Toronto. The stations, many of which had not been completed at the time of the opening, have been carefully designed to present a residential appearance in order to blend in with their neighbourhoods. All stations except Kipling have a kiss 'n' ride area and a parking lot; Kipling, being a subway terminus, does not have any GO parking or kiss 'n' ride but has municipal parking available nearby. Milton and Meadowvale stations have bus loops as well, enabling travel one way by rail and the other by bus. Under schedule revisions effective October 25, these two stations are connected by semi-express GO Bus service with Yorkdale and York Mills subway stations, giving train passengers the option of returning home via this route, or vice versa. Streetsville-Milton commuters can also take advantage of a new integrated GO Transit-Mississauga Transit fare whereby GO monthly pass holders, for an extra \$6 a month, can ride Mississauga Transit buses to and from their GO station without paying the exact cash bus fare.



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The new GO Train service is being operated under contract by CP Rail on the latter's Galt Subdivision, which has been extensively upgraded to handle commuter rail traffic. The improvements include continuous welded rail and a modern electronic signal system, all funded by the Province of Ontario through the Toronto Area Transit Operating Authority. The total cost of implementing the service, including the above improvements and station construction, has run to about \$60 million.

CP, much to its credit, has not made GO Transit take a back seat in its operation of the Galt Subdivision since October 26th. It is understood that operating personnel are under instructions to afford GO Transit movements priority over all other traffic on the line, an operating practice which probably would not have been possible without the third track which has been installed on portions of the line within Metropolitan Toronto. The daily operating pattern involves deadhead movements of the trains between a newly-installed three-track storage yard at Guelph Junction (seven miles west of Milton) and Milton Station. The reverse movement is made following completion of the westbound p.m. runs, and the trains are stored in the yard, under constant guard, overnight and over weekends. An accompanying map shows the track layout at Guelph Junction, with the GO Transit yard and service driveway located between the Galt Sub. main line and the north side wye. TATO has leased a 2.43 acre area from CP Rail for the storage yard. Space has been reserved adjacent to the south side of the leased area to permit two additional tracks, which would be installed at the time when the Streetsville-Milton service is increased to five trains a day each way.

For a description of the upgrading work performed on the Galt Subdivision preparatory to GO Train 4 operation, see Newsletter 371, Page 3.

2:

BARRIE COMMUTERS PLAN TO PLAY ROUGH--Quentin Payette, leader of the Barrie-Toronto Train Passengers Association, called what he termed a critical meeting on November 24th at the Newmarket Community Centre, attended by about 200 train riders. The possibility of launching legal action against the Federal Government, and more specifically J.L. Pepin, received much discussion, and several persons contributed funds towards legal fees. Mr. Payette stirred the meeting with statements to the effect that "we have no intention of going back to cars and buses" and that "we plan legal action, ads and possible trips to Ottawa". The Association's Vice-Chairman, Robert Sillcox, expressed his profound disgust with the lack of even a civil response by the Federal Government to the group's protests to date against the threatened September, 1982 cancellation of the Barrie commuter train.

Lawyer Ian Outerbridge, who has been studying the Railway Act, reported to the meeting that the same contains a section which obliges the Federal Government to provide the train service, as a subsection which makes provisions for the abandonment of "uneconomic passenger train service" does not apply to commuter services. He said that the government had attempted to submit the train-off order four times before it was accepted, and that if sufficient objections were raised he would "give betting odds that they would not get it through Cabinet a second time". At the conclusion of the meeting Mr. Payette announced that he had secured additional funds for legal services from an outside source, but declined to identify same.

In the meantime, the York-Peel Federal Liberal Association decided at the end of November to

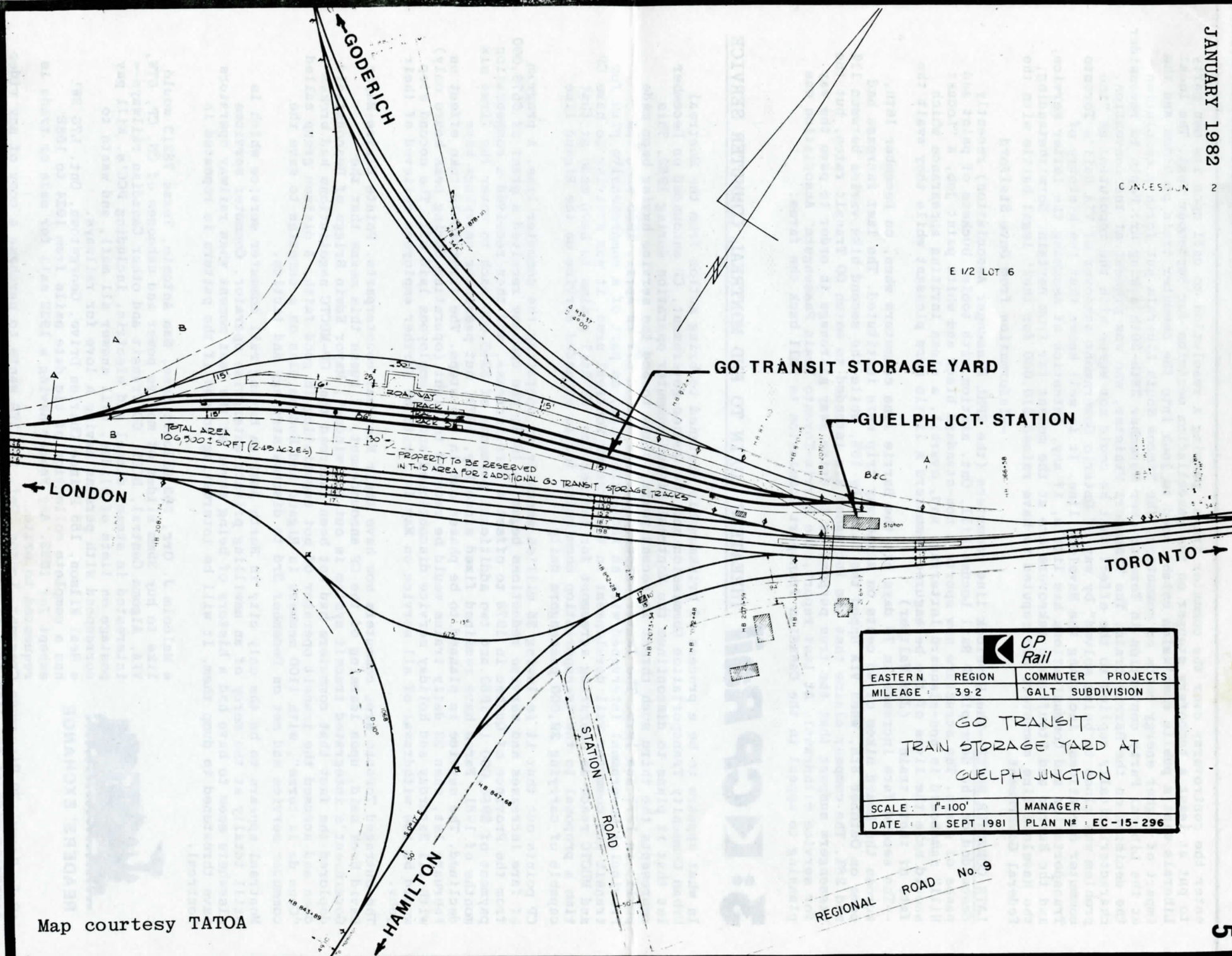
COVER: The railroad carferry "S.S. CHIEF WAWATAM" makes a dramatic sight arriving at the St. Ignace, Michigan dock, after a wintertime passage across the Straits of Mackinac.


--photo by Bob Campbell

JANUARY 1982

CONCESSION 2

E 1/2 LOT 6



			
EASTERN	REGION	COMMUTER	PROJECTS
MILEAGE :	39.2	GALT	SUBDIVISION
<p>GO TRANSIT TRAIN STORAGE YARD AT GUELPH JUNCTION</p>			
SCALE :	1"=100'	MANAGER :	
DATE :	1 SEPT 1981	PLAN N° : EC-15-296	

Map courtesy TATO

enter the controversy over the commuter train, passing a resolution to call upon its own party to put at least a temporary stopper on the cancellation decision for September next. The local Liberals want a public commission established to look into the commuter train problems and the impact of higher energy costs on commuters. The Simcoe South Liberals put forth a resolution at the Liberal Party convention in Toronto over November 28th-29th asking Mr. Pepin to reconsider the decision on the Barrie train. The Transport Minister, who was present at the convention, characteristically replied to the effect that he could not agree with the resolution as "the problem was close to being solved" by way of Ontario Government takeover of VIA Rail's Toronto commuter operations, including the Havelock line. It is well known that the Ministry of Transportation and Communications has little, if any, intention of assuming the latter service, and the Barrie and Stouffville takeovers are at the moment far from certain. Notwithstanding, the Havelock line commuters are reputed to have raised \$10,000 for their legal battle with the Federal Government.

--Information from Dave Stalford

LATE COMMUTER NOTES--The Havelock line commuters (the TPHL Passenger Association) recently descended on the decrepit CP Rail Locust Hill, Ont. station with tools, buckets of paint and panes of glass. The structure now sports a non-standard black and white paint job, a "Locust Hill" nameboard in non-standard lettering, and, overall, a clean inviting appearance which should make the lives of the beleaguered commuters a little more pleasant while they await the fate of their train. (Jim Walther)

--The second fare increase in 76 days hit the Barrie line commuters when, on December 16th, across the board hikes of 45 cents on a one-way trip were instituted. The last increase had come on October 8th, when VIA upped the fares by 10%, while the second hike varies between 11% and 28%. The company claims that the increases are intended to match GO Transit rates, but the passengers suspect that the true purpose is to drive away patronage in order to pave the way for service withdrawal. At last report, the Barrie-Toronto Train Passengers' Association was planning to appeal to the Canadian Transport Commission to roll back the fares.

3: **CP Rail** THREATENS AGAIN TO END MONTREAL COMMUTER SERVICE

In what appears to be a process of brinkmanship designed to bring action from the Montreal Urban Community Transportation Commission and the Quebec government, CP announced on December 1st that it plans to discontinue the Montreal-Rigaud commuter operation during 1982. This represents the third such threat in recent years, plans to end the service having been made public in 1977 and 1979. The latter announcement was headed off in April, 1980 when the Provincial Government intervened with an indication that, as part of a comprehensive plan for transit and commuter rail development in the Greater Montreal area, it was striving to have CP and MUCTC reach an operating agreement for the service. CP Rail claims to have made at that time a proposal to the transportation commission for an expanded service on the Rigaud line capable of carrying 29,000 passengers daily.

CP points out that it is losing \$5 million annually in operating the commuter line. A program of fare increases and service reductions began in 1974; the company received a grant of \$576,000 from the Province of Quebec in 1978 to offset a fare increase, and then received a compensation payment of \$980,000 in 1980 and two additional payments of \$243,000 each to cover the first six months of 1981. Fares have remained fixed since May, 1979, but passenger carryings have declined. The service is planned to be phased out in two steps. The first would take effect on February 1st, when 22 daily trains would be reduced to eight (operating during peak hours only) with all Saturday and holiday service discontinued and 15 employees laid off. The second step would be the withdrawal of all service on May 1st, with 55 further employees relieved of their jobs.

The outraged Toronto area commuters now have their Montreal counterparts. Pointe Claire Mayor David Beck said, upon learning of the CP announcement, "I guess this means that the Government's integrated transit system is out the window"; Mayor Edwin Briggs of Beaconsfield deplored the fact that commuters had not been informed that CP-MUCTC negotiations had broken down and accused the transit operator of not negotiating in good faith. A citizen group called "Gens de la terre", with 1100 members in Rigaud and Hudson, plan on a campaign to save the commuter service and met on December 3rd to discuss strategy and tactics.

Montreal appears to be the only city in North America having rail commuter service which is still totally at the mercy of an unwilling private enterprise operator. Commuter services elsewhere seem to have had a history of being saved at the last moment when railway operators have threatened to dump them. It will be interesting to see if the pattern is repeated in Montreal.



READERS' EXCHANGE

- Malcolm J. Orr, 563 Gilbert Lane, San Antonio, Texas 78213 would like to buy 35mm slides of motive power and cabooses of CN, CP, CTW, VIA, Algoma Central, BCOL, GO Transit and other Canadian railways--interested in steam, diesel and electric, including PCC's. Will pay postage on lists of slides, will answer all mail, and wants to correspond with persons having a love for railways.
- Neal Wilson, 155 Prince Charles Drive, Georgetown, Ont. L7G 3W1 has a complete collection of tie date nails from 1924 to 1968 except for 1932. Any reader having a 1932 nail for sale or trade is requested to write.

• B.I. Brown, 39 Pinegrove Crescent, London, Ont. N6J 3Y8 wants to purchase a copy of any video recording made of the last trip of CN 6060 to Niagara Falls (UCRS excursion) in 1980, for use in a Betamax video recorder.

HAMILTON

IT'S NO GO TO ICTS

The July 1981 issue of the Newsletter announced that the Scarborough LRT line had been "rubbed out" by the TTC decision to opt for the Ontario Government's linear induction motor Intermediate Capacity Transit System with its low capacity bus-size rolling stock. The proposal to install the latter system in the City of Hamilton was itself rubbed out on December 15th when the Hamilton-Wentworth Regional Council voted 18-8, on the recommendation of the Rapid Transit Steering Committee, to reject the system and to terminate negotiations with Metro Canada Ltd. (a UTDC subsidiary). The proposed elevated line, the exact alignment and terminal points for which were never made very definite, would have connected downtown Hamilton with a location on the "mountain" (south of the Niagara Escarpment). Controversy had prevailed over a period of about two years since the Province of Ontario first offered to pay 90% of the cost of the estimated \$111 million system if the Region would accept it. Most of the political and citizen opposition seems to have been directed at the elevated nature of the system.

The decision to kill ICTS as a transit system for Hamilton has met with approbation in most local circles. The most outspoken critic of the decision, among those who were quoted in the Hamilton Spectator, was a spokesman for the Downtown Business Association, who called the Council vote a "tragedy" and said that the Region had let \$90 million simply slip away. The politicians on the majority side of the decision, however, called the ICTS proposal "premature, a costly disruptive burden, and a system searching for a reason to exist". One Hamilton Councillor charged that The Spectator had played a leading part in the negative attitude toward the line by way of repeated critical articles and a policy of publishing only those letters which expressed opposition to the project. One of the newspaper's editors charged in reply that the Regional politicians had failed to provide leadership in developing a plan for rapid transit. Liberal MLA Bruce Cunningham said of the decision "we were the intended guinea pig and we've escaped the trap". The citizen group entitled Coalition on Sensible Transit called the Council decision the culmination of many months of hard work, personal effort and expense, adding that it was not opposed to the concept of rapid transit per se and hoped that the Regional Government would now proceed to develop a comprehensive transit plan using citizen input and with the technical involvement of "an absolutely independent company with no vested interest". The Hamilton and District Labour Council, through its spokesman, offered that the Council decision had been "the first step in a serious approach to rapid transit in Hamilton" and hoped that the next step would not be long in coming.

Ontario Minister of Transportation and Communications James Snow told the press that the Region had passed up a "golden opportunity" and that he was disappointed, although not really surprised. He followed this with the disquieting remark that the \$100 million which the Province was willing to pump into a Hamilton ICTS line was earmarked only for the rejected system. Why the Province does not show equivalent aggressiveness in marketing CLRV's remains far from clear.

The Council debate preceding the vote occurred before a packed chamber. One Glanbrook Councillor who supported the project complained about the tactics of the citizen opponents. Hamilton Mayor William Powell said, however, that he had received 100 letters from people who were against ICTS and told Council of his gratitude that "we live in a city where people rise in righteous anger against the brainwashing techniques of a multi-million dollar organization" (UTDC). Metro Canada Ltd. had been subjected to repeated criticism for the way in which it had conducted a \$3.5 million feasibility study for the Hamilton line.

The Hamilton rejection is undeniably a severe blow to UTDC and the chances of ICTS ultimately making it in the transit market. The rejection went straight to the Achilles heel of the technology--the elevated guideway system which UTDC advertising has been at such great pains to present as "friendly" to urban landscapes and as the economical alternative to increasingly expensive subway construction. ICTS (ALRT) opponents in Vancouver may well take on fresh vigour on the strength of the Hamilton-Wentworth decision. Perhaps that guinea pig which is supposed to be scampering up the CN Uxbridge Sub. right-of-way by 1985 will turn out to be a very lonely guinea pig.

AFTERMATH OF THE VIA RAIL CUTS IN THE WEST: DELAYS AND INCONVENIENCE--Jean Luc Pepin warns that his lethal axe will soon swing again if Canadians fail to flock to the remaining passenger train services. But a Canadian Press story from Edmonton indicates that there is little in the Western services to promote new patronage and much to discourage those who have been riding trains.

The trip from Winnipeg to Edmonton takes 24 hours, almost five hours longer than a pre-November 15 journey via the Super Continental, and involves changing trains in Calgary. The trip ends at the CP Rail station in South Edmonton, but baggage checked in Winnipeg arrives at the CN station across the river three hours later. VIA says that the Dayliner on the Super Continental's old route can carry only small amounts of baggage, thus checked baggage is put aboard a train to Saskatoon and then loaded on another train for Edmonton. Reservation clerks, however, often forget to tell passengers that their belongings will travel another route. A round trip to Vancouver from Edmonton takes more than 26 hours longer than before the service reductions and requires two one-night stopovers in Calgary waiting for the arrival of The Canadian. A Calgary ticket agent said that these delays are nothing but wasted time and expense. Passengers do not get into Calgary until about 9 p.m. and have to leave again first thing in the morning.

Passengers on the Skeena, the tri-weekly Edmonton-Jasper-Prince Rupert train, face another inconvenience in making connections to Calgary. The train arrives at CN Edmonton station on the north side but the Calgary Dayliner leaves from the south side CP station. A \$5 taxi ride is required between stations. There is, however, a possibility that the April 24th timetable change will see the Calgary Dayliners routed to the CN station.

A VISIT TO THE RAILROAD CARFERRY "S.S. CHIEF WAWATAM"--A VOYAGE BACK THROUGH TIME

by John D. Thompson

Most railfans who were fortunate enough to have been there would agree that the best years of their lives were during the steam era. This writer in particular, when looking at slides or movies from those great days, cannot help wishing that someone had stopped the clock then and preserved the magic of that time forever. And not just because of steam, either--life, generally, was better in those days, when things moved at a slower pace, cities and towns were smaller and nicer, and so many of the unpleasant aspects of our present day world were unknown.

Accordingly, to watch and travel aboard the classic coal-burning railroad car ferry "S.S. Chief Wawatam", virtually unchanged since entering operation in 1911, still in revenue service in 1979, was truly like being back in the grand days. The 'Chief', which transports railroad cars from the SOO Line at St. Ignace, Michigan, across the Straits of Mackinac to the Michigan Northern and Detroit and Mackinac Railroads at Mackinac City, is a tangible, operating link with the past.

A visit to the 'Chief' was at the top of my list of priorities during a one week vacation in Northern Ontario and Upper Michigan in July of 1979. At this time the carferry was in daily operation with capacity loads, after several lean years. This was due to a flood of traffic coming into Mackinac City after one of the connecting railroads opted out of a general freight rate increase at that time.

That a vessel such as the 'Chief' should be operating in 1979 was little short of incredible. She is indeed a 'lucky ship', having survived two temporary retirements and numerous threats of same in recent years. In 1971 her officers saved her from destruction by insisting that she not be moored next to the C&O carferry 'City of Saginaw' during repairs at Manitowac, Michigan, but further downstream. Half an hour later a fire raged through the C&O boat, but the 'Chief' was far enough away to be safe. The 'Chief' has become a Great Lakes legend, having outlasted almost all of her contemporaries. The men at the Toledo Shipbuilding Company did their work well back in 1911, and the 'Chief' is a tribute to the sound design and construction practices of that era.

So it was with great anticipation that my friend Dale Wilson and I drove into the pleasant Upper Peninsula town of St. Ignace on July 11, 1979, to await the 'Chief's' arrival. It was a warm day, with a haze over the Straits. We walked down to the end of the dock, and readied our cameras. The Straits were empty for a few moments, then, off in the far distance, a classic profile began to take shape--the 'Chief Wawatam' was appearing on the horizon. Standing on that dock, watching the 'Chief' emerge from the haze--the black hull, grey superstructure, and tall twin funnels, with clouds of coal smoke rolling out--was one of the uncanniest experiences of my life. The 'Chief' seemed to be travelling through the mists of time--it could have been July, 1912 as I stood watching the ship. By an incredible coincidence, as I discovered reading a newspaper that evening, the feature movie 'Somewhere In Time' was being filmed over on nearby Mackinac Island at that moment: a magical place where time indeed seems to have almost stopped 70 years ago. This was the story, beautifully told, of a writer who travels back in time to 1912 to meet a beautiful actress.

Soon the 'Chief' was approaching the dock, bows on, the seagate raised, steam drifting lazily from the whistle and safety valves. The crew made the ship fast to the slip, and soon a SOO Line roadswitcher was busily shoving cars aboard. Although the 'Chief' has not carried passengers for many years, I had heard that the captain was an obliging person, and occasionally would let the faithful travel aboard the 'Chief'. I walked aboard, across the cavernous car deck, up the stairs to the crew level, then up another short flight to the inner sanctum of the wheel house. Sure enough, the captain was agreeable, and I was set to embark on the trip of a lifetime.

I took in the surroundings--the huge oak steering wheel, the polished brass of the engine room telegraph and instruments. Like everything aboard the 'Chief', they were from an era when craftsmanship and quality were the rule rather than the exception. The last of the freight cars were loaded and the SOO Line unit departed, trailing its string of idler flatcars for reaching across the apron between ship and dock. The crew began to cast off the lines. Captain Graham moved the handle of the telegraph from 'Finished With Engines' to 'Standby', then, as the last of the moorings were loosened, moved it to 'Slow Astern'. Then, pulling on the whistle lanyard, he let loose a tremendous blast from the steam whistle of the 'Chief'. The sound echoed off the hills around St. Ignace--the whole town knew that the 'Chief' was setting sail.

And sail we did, the twin propellers churning the water as the venerable carferry backed out of her dock and into the Straits. Then, the helmsman put the wheel around and Captain Graham rang for 'Full Ahead'. There was a rattle of chains as the ponderous seagate was lowered at the bow of the ship. I descended to the next deck and stood in the prow, enjoying the breeze. Out in the Straits, away from the distractions on shore, the 'Chief' again seemed a ship suspended in time--a ghostly ship on a ghostly sea. Was it 1979, or 1912? I noticed how peaceful it was aboard the 'Chief', listening to the slap of the waves past the hull, the rhythmic thumping of the triple expansion engines, and the occasional cry of a seagull wheeling and soaring nearby. At that moment I felt that I must be the luckiest person alive.

Exploring the ship, I passed the officers' cabins and crew quarters, noticing the disused galley with its huge black range. The walls were painted white and everything was spotless, in the best shipboard tradition. Stepping down to the main deck, I made my way between the rows of freight cars to the lower level stairway. What an experience it was to visit the engine room, watching the huge pistons move up and down, breathing the familiar aroma of hot oil and steam--and the stokehold, where the 'Chief's' six Scotch boilers were located. Three of them were cold--

they were used only during the winter, when extra power to break through the ice was required. I watched the stoker at his duties. He kept his eye on a nearby steam gauge--when the needle dropped to a certain point, he would throw open the furnace doors and shovel coal like a demon until the pressure climbed again.

I climbed back up to the second deck for the rest of the voyage. All too soon we were docking at Mackinac City. Here the procedure was reversed, as an olive drab chopnosed Detroit and Mackinac RS2 appeared to remove the freight cars from the 'Chief'. Dale, who had driven over the Mackinac Bridge from St. Ignace, arrived, and we shot numerous photos. It was the last trip of the day for the ferry. In the evening we stood on the shore in front of our motel about half a mile away. In the northern twilight the black bulk of the 'Chief' loomed, a lazy trail of steam and coal smoke drifting past her. That was our last sight of the 'Chief', as we subsequently left for Sault Ste. Marie.

At time of writing the future of the 'Chief Wawatam' is as uncertain as ever. The vessel is owned by the State of Michigan, which also subsidizes the connecting Michigan Northern Railroad. Reportedly this subsidy has been or may be eliminated or reduced on account of the state's precarious financial condition. This, of course, could have a serious effect on the 'Chief's' carloadings if the railroad is abandoned. Time will tell.

All we can do is hope for the best, and that the 'Chief', which has thus far defied all the odds, will continue to ply her way across the Straits of Mackinac in smoky splendour as she has since 1911. Regardless, I will have my memories and photos of the mighty 'Chief' for the rest of my days. Seeing and sailing aboard this fine old ship was truly a contact with another, better era.

Notes



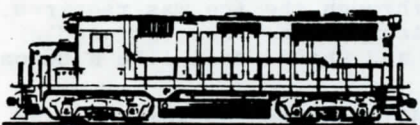
BY BRIAN C. NICKLE **VIA Rail**

- An era ended at Stratford, Ontario on November 20, 1981 when the roundhouse and motive power shops at that location were closed. Only two wayfreights are left based out of Stratford: 516, the Owen Sound train, and 581, the 30 mile radius switcher, with the normal motive power assignments for each of these being a single GP9. Shopmen from the London Rectory Street facilities now handle the repair work as required for the engines at Stratford, and a local fuel agent trucks in the diesel fuel on a regular basis and tops off the Geeps' tanks himself. For major servicing, the Stratford units are switched out to MacMillan Yard by Sarnia-Toronto Train 412, with replacement engines for the wayfreights returning on Toronto-Sarnia Train 411.
- On November 20, 1981, VIA Rail Toronto-London via Guelph Train No. 667 collided with a panel truck which had been abandoned on a grade crossing near the airport, just west of London, Ontario on the Thorndale Subdivision. No. 667 was equipped with three RDC's on this occasion, and the lead unit, RDC-1 6115, was derailed; fortunately, there were no injuries among the crew or 45 passengers on board. The passengers were bussed into London, while CN crews worked with a crane to rerail the RDC, and the line was reopened to traffic later that night.
- During the first week of December interesting motive power and equipment assignments were evident on VIA Rail's Toronto-London via Guelph route, as conventional consists replaced many of the normal RDC trains on that route. For example, on December 2nd Toronto-London Train No. 661, returning as No. 666, operated with FP9 6520 and two coaches, while London-Toronto Train No. 664 was assigned FPA4 6777 and two coaches. Later that day Toronto-London No. 663, returning in the evening as No. 668, operated with GP9 4587, a steam generator, baggage car and two coaches. On December 3rd Nos. 661/666 had FPA4 6775 heading two coaches, while Nos. 663/668 ran with FPA4 6776, a baggage car and two coaches. No. 664 had FP9 6523 and two coaches. Conventional equipment was seen for a two week period, with the RDC's returning to the route by the end of the second week of December.
- Effective on December 15, 1981, VIA Rail announced a five per cent increase to its fares on the Quebec City-Windsor corridor, thus marking the third fare increase in 1981: Earlier price jumps came in the spring, a five per cent hike, and in October, a 10% hike, making the grand total for 1981 a staggering 20%. Also on December 15, VIA removed all excursion fares for the holiday period extending through until January 4. What this amounts to are increases of 25 to 40% for those wishing or having to travel over Christmas and New Year's! Merry Christmas to you too, Frank Roberts!
- Still on the subject of VIA Rail tariffs, it was announced early in December that increases amounting to 15% will occur during 1982. Was not part of Transport Minister Pepin's (and VIA's Frank Roberts' as well) justification for the 20% cut in rail routes on November 15 the holding down of ticket prices by reducing the operating deficit? I think the wording used went something like "We just can't keep raising prices indefinitely"!

• The month of December, 1981 saw several spectacular accidents on the TTC street car system. On December 5th PCC 4338, eastbound on Gerrard at Glenmount Park Road (between Woodbine and Main) was rear ended by 4316. The impact was such that the cars had to be separated with acetylene torches.

A few days later 4343 was struck head on by a van on Queen at Strachan. The van's driver was killed. No serious injuries occurred on the street car, although considerable damage was done to the front end.

Then, on December 19th, the Howard Park and Roncesvalles intersection was the scene of a three car accident involving unrebuilt PCC's 4303 and 4416, and CLRV 4065. All three cars were derailed, and the 4303 and 4065 suffered considerable damage. Given the TTC's present surplus of streetcars, it would appear unlikely that the badly damaged PCC's will be repaired.



MOTIVE POWER NEWS

Tony de Santis, Earl Roberts,
Doug Page, Jim S. Snider

--On November 7th CN freight 432 was powered by GP9's 4526, 4532, 4571 and F7B(u) 9196. On the same day 424 had GP40-2(w) 9580, F7B(u) 9198 and GP40-2(w) 9556.

--On Saturday, November 14th CN freight 434 was led by GP9(u) 4000. That unit has since appeared on 434 regularly.

--Sunday, November 15th saw Train 431 handled by SD40-2(w) 5267, GP38-2 5508 and F7B(u) 9195.

--On Monday, November 16th CN freight 432 was led by GP9(u) 4001.

--4525, 4454 and F7B(u)'s 9196 and 9198 powered Train 431 on November 19th.

--The early morning GO Transit consist into Hamilton on November 26th included GP40-2(w) 702, CN 9316, ten bilevel coaches, FP7A APCU 907, GP40-2(w) 708, CN 9312, ten more bilevel coaches and APCU 910 (ex-Milwaukee Road FP7A 104-A). --(All items T.deS.)

--A CP Rail-TH&B acid train arrived in Hamilton on Wednesday, November 25th powered by SD40 5537 and RSD17 8921. (DP, TdeS.)

--CN has leased six GP40-2(w)'s to the Denver and Rio Grande Western for comparison and testing of GMD's wheel slip system. The units include 9608, as reported in Newsletter 385. (DP)

--CN 'B' units 9195 and 9196, in CN colours, were seen coupled to GP40-2's 9533 and 9551 leaving MacMillan Yard, Toronto on Thursday, December 3rd pulling a 122-car mixed freight on the York Subdivision. (JSS)

--Corrections to data in Newsletter 385: P.3: CN 3692 is an RS18, not an RS11; only 3600-3614, in service on CV or DW&P, are RS11's.

P.7: 5500-5536 are GP38-2, not SD40. (TdeS.)

P.7: CN 4012-4017 are Class GR-430b. CN 5500-5536 are Class GR-20b. CN 8512-8522 are Model S13, not S12.

P.8: CN 265-273 are Model HBU-4, not HBU-1 (Hump Booster Unit-4 motors). Re Note 6, CN 200-208 were built from 5500 series units, but not 5537-5545 respectively; the renumberings were as follows: 200 was 5541; 201 was 5552; 202 was 5542; 203 was 5553; 204 was 5543; 205 was 5554; 206 was 5544; 207 was 5555; 208 was 5545. (Even nos. are Hump Controlling Units, odd nos. are Hump Trailing Units). 5537-5540 were the last 5500's converted and are now 221, 222, 224, 226 respectively.

P.8: Stored units 459, 461 and 462 are YBU-4 (Yard Booster Units, 4 motors).

P.9: CN Geep rebuilding program unit numbers are not in the order of the old numbers, but are as follows:

Old No.	New No.	Old No.	New No.	Old No.	New No.	Old No.	New No.
4567	4000	4568	4001	4477	4002	4574	4003
4594	4004	4410	4005	4402	4006	4468	4007
4593	4008	4598	4009	4597	4010	4600	4011

(Source: CN Motive Power Dept., MacMillan Yard. TdeS.)

P.9: CN 5062 is an SD40, not an SD40-2.

P.16: Re Dave Stalford's note on the car ONTARIO--it is a combination club (34 seats) and lounge car. (Above corrections, ER, except as otherwise credited).

LAST PASSENGER TRAIN OBSERVATIONS: OTTAWA

by Earl Roberts

The last runs affecting Ottawa were made on November 14 and 15th. The last westbound CANADIAN (No.1) through Ottawa was on Nov. 14 with VIA FP9A 6537 and F9B 6614 and seven cars. The last eastbound No. 2 was on November 15 with VIA FP9A 6539 and F9B 6627 and seven cars. There was a deadhead CANADIAN on November 16 with nine cars. The last Ottawa-Montreal trip of Train 170 was November 14 A.M. using VIA RDC-1 6128 (ex-CP 9051) and the last Train 171 used VIA RDC-1 6102 (ex-CN 6102, ex-CN D-102), also on November 14. Car 6102 stayed in Ottawa until November 13 for the first runs of Trains 177 and 178 to and from Sudbury--a seven hour journey with no snack service facilities. Also, if one wants to connect with the westbound CANADIAN at Sudbury, he has a 15 hour layover. So both the Montreal & Ottawa and Lachute Subdivisions of CP are now freight only, the latter having been upgraded at considerable expense over the past two summers. It is likely one of the smoothest freight only lines on the continent.

On November 16 the diamond at De Beaujeu, Quebec was replaced over a 10 hour period. This diamond involves the crossing of CP's double track Winchester Sub. and CN's single track Alexandria Sub. Several Montreal to Ottawa VIA trains were rerouted over CP's M&O Sub. through Vankleek Hill, Ontario, thus experiencing some significant delays. Regrettably Peter Oehm's 'prediction' regarding the CPR Arnprior station came true. It was demolished sometime prior to October 10, 1981, the day ex-CPR 4-6-2 1201 passed through on the CN Renfrew Sub. (on a fantrip to Barry's Bay, Ontario).

- The ex-TTC cars are fast disappearing from the SEPTA (Philadelphia) scene. The scrapping of former Birmingham cars was almost a daily occurrence at Courtland Street Shops during a recent period--the disposal of these cars coincides with the arrival of the Kawasaki cars. The other series of ex-Toronto cars (originally Kansas City) are also slated for the scrap heap; while these cars were sound of body and paint, power and braking were found to be very unsatisfactory by the Philadelphia system. (From the "Metroliner", Metropolitan Philadelphia Railway Assn.).
- A quote which we could not resist, from "Topics", published by the TTC Equipment Department: "The PCC street car is an outmoded means of surface rail transit that just keeps on running and running and running".

VANCOUVER'S 200 NEW FLYERS TO ARRIVE SOON

Two hundred new trolley coaches to be built by Flyer Industries Ltd. for the Greater Vancouver Transit System will have the latest in solid state electric circuitry, using less power and providing a smoother ride. In a presentation to the board of the Urban Transit Authority of British Columbia at its June, 1981 meeting, Flyer president Douglas McKay told directors that the new Model E901 coaches in the \$42.5 million order would have motors and controls featuring modern solid state electronics, designed and built by Westinghouse. The GVTs now has 50 Flyer trackless trolleys of the E800 Model in service. The 200 new E901's will allow many of the old Canadian Car-Brill coaches (built between 1947 and 1955) to be retired. Flyer will also retrofit the E800's under a separate \$4.6 million contract. Several trolley coach routes will be extended when the new vehicles arrive in 1982.

Following the contract award late in 1980, Flyer engineers, UTA staff and Metro Transit Operating Co. personnel worked on final design specifications

and on the selection of subcomponents for the coaches. The design was "frozen" on June 30 and Flyer placed orders for the subcomponents in July.

Construction was to start at the builder's Winnipeg plant in November. A pre-production E901 coach will be shipped to Vancouver in early 1982 for road testing and a review of the design, allowing time for the implementation of any changes that may be decided on prior to production of the remaining 199 vehicles. Production delivery of the coaches is scheduled to start in March. An average of 10 vehicles per week will arrive in Vancouver until all 200 are in service by the fall. The retrofit program is to start in August, 1982 in Vancouver and should be completed by November.

Mr. McKay told the UTA directors that the contract "brings together a thoroughly tested 'new look' design, incorporating many advanced features, with the proven Westinghouse chopper control and propulsion systems which have gained world-wide acceptance". Solid state chopper controls meter the power requirements, feeding the motor only what it needs. A test of the controls in Vancouver by Metro Transit has demonstrated energy savings of at least 20%. For handicapped and elderly riders, the new coaches will have a "kneeling" front suspension which lowers the front of the vehicle about four inches at stops. The coaches will have king-size destination signs, twice the size of the signs on present vehicles, and double width front and rear doors for faster loading and unloading, particularly at heavy downtown stops.

--Adapted from UTA "Commuta", via Mike Roschlaw

Edmonton Transit 100

The first unit, No. 100, of Edmonton Transit's 100 vehicle General Motors/Brown Boveri trolley coach order was accepted on November 10th and entered service on the 19th. The vehicle has a standard GM (old) "new look" body, as Canadian transit systems continue uniformly to eschew the (new) new look RTS-2 body. At the ceremony when the coach was officially turned over to ETS, Pullman 113 was also in attendance, from the system's historical collection. The two coaches made a trip from the Four Seasons Hotel to Westwood Garage with various and sundry transit and civic officials aboard.

The 100 series has a three-seats-across arrangement to permit of a high standee capacity. A somewhat amusing aspect of the debut of the first unit of the series was the fact that it is such a stingy user of traction power that it failed to activate overhead switches; it is understood that this will be rectified by a form of "necessity action" arrangement which will require specific activation by the driver of the switch mechanism from the coach dashboard.

L&PS SEGMENT TO PORT STANLEY STILL CONSIDERED OF VALUE

by Mike Lindsay

At a Canadian Transport Commission hearing in Port Stanley on November 23, delegations from the cities of St. Thomas and London, and from Port Stanley, told the two man panel that CN's application to abandon 11 kilometres (seven miles) of the Talbot Subdivision would be detrimental to the area's future economic growth. The municipal delegations asked the CTC to reject CN's abandonment application and to have the railway repair and restore the track from south St. Thomas to Port Stanley. This portion of the line has not seen any traffic since February, 1976 when a portion of it near Union was washed out in a rainstorm. CN has not repaired the line because the cost to do so was felt to outstrip any revenue which the branch might generate. CN had originally applied in December, 1978 to abandon the line which it said had experienced only minimal traffic volumes during the four years prior to 1976. The cost to fix the washed out portion at Union is estimated at \$104,000. A complete upgrading of the entire stretch, including rail and ballast to handle 222,000 lb. cars at 40 k.m.h., would cost \$896,000. CN feels that the traditional low volume traffic levels are likely to extend into the future and, coupled with the high upgrading costs, make abandonment attractive. However, CN agreed to retain ownership of the right-of-way for five years if the abandonment were approved so that, if rail dependent development in the area occurred, the corridor would

be available for new track. If that potential did not occur within five years, CN would dispose of the 60 foot wide strip as it saw fit. Figures released by the transport commission reveal that CN lost money in operating the branch line in each of the last five years, with the 1980 loss figure pegged at \$15,125. Somewhat surprisingly, Port Stanley has now become the third busiest port on the north shore of Lake Erie, after Port Colborne and Nanticoke, in terms of tonnage. The municipal delegations felt that the abandonment will remove, possibly forever, the alternative use of rail and its direct access to marine transport at Port Stanley. A decision will likely be made by the CTC in the spring.

Transport 2000 Ontario has filed a brief with the Canadian Transport Commission on the matter of the abandonment application for the Port Stanley line, stating as follows:
"This submission will give reasons for our opposition to the proposed abandonment of trackage between St. Thomas and Port Stanley.

Historically, the London and Port Stanley Railway was constructed in the 1850's providing London with a direct rail route to a Great Lakes port. The line has served this function for 125 years under a number of corporate jurisdictions. It has been part of the Canadian National system for less than 15 years.

The possible severing of the historic access has serious implications at the present time. Lake Erie has always been the primary Great Lakes area for trans-shipment of eastern U.S. coal, such activity encompassing a number of ports along the south shore of the lake. In the past 25 years the movement of coal to small Canadian markets has diminished as many users converted facilities to various liquid petroleum products. The present escalation of petroleum prices will likely influence the use of fuels in both the short and long term with the demand for coal demonstrably increasing in the near future.

In this context, the proposed severing of what should be the principal access for coal to the London area does not seem reasonable. The saving claimed is less than \$20,000 per annum, while the cost of rebuilding the line once removed could easily be in the order of \$1 million. On assumption of the line in the late 1960's, Canadian National rehabilitated the track and apparently no heavy capital expenditure will be required in the near future to maintain this section of the line.

It appears that the costs cited in the Committee's Notice of Public Hearing are simply those of keeping the track in place, pending further developments. We urge the Committee to assure that the line is not physically dismantled until future needs are determined. The alternatives of moving large volumes of coal by road, or of routing rail shipments through another port, have associated probable costs which would completely outweigh the cost of maintaining the Port Stanley line.

The attached news item indicates that the Federal Government is prepared to spend \$255 million on branch rail lines in Western Canada over the next three years. If this vital six miles of track were located on the Prairies it undoubtedly would be kept. We again urge the Committee to extend their considerations to encompass the probable future value of this line".

The news item attached to the brief was a Canadian Press release which appeared in various newspapers on November 5th, reading as follows:

"The two national railways signed an agreement with the Federal Government yesterday to make official Ottawa's announced plans to spend \$255 million improving branch lines across the Prairies.

The agreement will keep the rehabilitation work going to the end of 1984 and means that, since the 1970's, Ottawa will have put \$495 million into rebuilding rail lines. Jack Malcolm, Vice-President of CP Rail, and R.J. Hansen, a Canadian National Vice-President, signed on behalf of the railways. Transport Minister Jean-Luc Pepin signed for the Federal Government. --Peter Oehm

Transport 2000 Ontario has also submitted a thoughtful brief to the CTC on the matter of CN's application to abandon a large part of the Forest Subdivision, which extends between Sarnia and St. Marys, Ont. The future value of this line as a "relief valve" in respect of growing passenger and freight traffic on other lines is a matter which may not have been given adequate consideration by CN or VIA Rail. The full text of the brief follows:

"Transport 2000 Ontario is opposed to the proposed abandonment of most of the CN Forest Subdivision on the grounds that this track is an essential alternative link in the Canadian and North American railway network that will have increasing value as future technical and economic circumstances dictate the expanded use of all railway facilities and services.

Besides the Forest Subdivision two other lines run east from Sarnia and the international connection to Chicago and Detroit. These are the CN Strathroy Subdivision to London and the Chesapeake and Ohio line to Chatham and St. Thomas. At the moment most freight and all passenger traffic to and from Sarnia are on the latter lines. There are however indications that increasing rail traffic will lead to heavy expenditures in the near future to accommodate new demands.

The Provincial Government has announced \$125 million toward upgrading railway passenger facilities in Southwestern Ontario, mostly, it is assumed, for upgrading Toronto-Windsor-Detroit and Toronto-Sarnia routes. These two services presently account for 20 passenger trains per day through Komoka Junction, 10 miles west of London on the Strathroy Subdivision. With an intense intercity rail passenger network promoted by two levels of government a near term possibility, it is not beyond reason to contemplate 35 to 40 passenger trains through Komoka with additional schedules east of London.

Given these circumstances the value of retaining the Forest Subdivision should become apparent. The most direct rail route from Sarnia to Toronto (MacMillan) Yard is via the Forest Subdivision to St. Marys, thence via Stratford, Guelph and Georgetown to the yard. It would be more logical in the long run to expend the large public sums contemplated to produce an optimum system for both freight and passenger traffic. If the Forest Subdivision is removed, a valuable network option is lost.

There is an instructive situation in Eastern Ontario where the Canadian Pacific has removed 62 miles of track from Tweed to Glen Tay on what used to be a through Toronto-Ottawa and Montreal route via Peterborough. This action has effectively removed one option from potential rail passenger routes between Toronto and Ottawa. Present studies seem to be ready to recommend a one billion dollar route, partially on new right of way. There are obviously less expensive options that should be looked at, using existing rail lines. The lack of a track to run on gives an obvious excuse to ignore the route through Peterborough.

In our submission to the Ontario Task Force on Provincial Rail Policy dated November 1980, we pointed out several examples where coordinated systems studies were needed to ascertain the value of secondary mainlines in various corridors. The Forest Subdivision was among those mentioned where 'little used tracks may nonetheless have strategic future value and it is in the public interest to guarantee that such lines are not allowed to become derelict, abandoned or cut into smaller segments'. The Task Force has outlined a similar concern in Section 5 of their report The Future Role of Rail dated January 1981. Thirteen recommendations are made concerning the need for a master rail network and the studies that should accompany any abandonment proceedings.

The attached news item indicates that the Federal Government is prepared to spend \$255 million on branch rail lines in Western Canada over the next three years. The Committee should put the Forest Subdivision in this context and compare the potential value of the line to those being retained in the west through government policy. There will undoubtedly be suggestions that the local originating traffic on the line can easily be handled by truck to the nearest railhead; however, the Committee should also keep in mind the rapidly escalating cost of petroleum products and the effect this will have on all forms of transportation. There is every likelihood that the comparative costs of trucking and carload switching will change, making the trucking option less attractive to both shipper and operator.

In summary we are opposed to the abandonment of a large part of the Forest Subdivision because of the potential strategic value of the line, the high standard of gradient and alignment, and its usefulness as part of the Southwestern Ontario network when rail passenger and freight traffic expands to the extent anticipated in the near future. We also feel that the economics of branchline switching will improve compared to other methods of moving freight, rendering many of the cost statements on branch and other secondary lines less damaging to the overall effect of the service".

---Peter Oehm

REMAINDER OF BEACH SUBDIVISION TO DISAPPEAR

by Mike Lindsay

More vestiges of the Hamilton & North Western Railway will disappear this coming June, when CN abandons the Beach Spur, a seven mile long spur which until 1975 was known as the Beach Subdivision. Negotiations which began eight years ago to "get rid of the...line" were finalized on December 4, 1981 in a meeting between CN and the Hamilton-Wentworth Engineering Services Committee. The agreement affects about six miles of rail through Burlington and Hamilton which is used about 25 times a year for deliveries of refrigerator cars to Lang's Foods on the Hamilton side of the Burlington Ship Canal. Approximately one mile of the spur will remain south of the Burlington West station for use as a storage track and as part of the south wye. The abandoned right-of-way is to be used for parkland and a proposed new four-lane ground level roadway to connect Burlington and Hamilton, intended to relieve congestion on the Burlington Bay Skyway. Two lanes of the roadway will go over the railway part of the lift bridge over the ship canal. The subdivision was relegated to spur status in 1975 when the Queen Elizabeth Way was rebuilt and the Stoney Creek traffic circle was eliminated. Unfortunately, when the traffic circle went, so did the section of track (approximately .8 miles) that ran to the Grimsby Subdivision, thereby eliminating a very useful by-pass of the City of Hamilton. Many UCRS members will remember some of the steam excursions operated by the Society which travelled the Beach Subdivision in the early to mid-1960's. As recently as 1975 a train of GO Transit equipment, chartered by the Electric Railroaders' Association, crossed the beach strip. Along with the subdivision, another name will disappear into obscurity, that being the former helper station known as "Hargrove" at mileage 4.9 of the subdivision. Helpers were needed, according to Charles Cooper in his book "Rails To The Lakes" as, quite surprisingly, "from the Beach, the gradient rises perceptibly from 254 to 327 feet above sea level through the town of Burlington" to the present Burlington West station which was known previously as Freeman Jct. For any UCRS members wishing to photograph a train on the Beach Spur, it would be wise to check with the CN Burlington operator who will usually volunteer information quite willingly. Recent sightings have been on Fridays and Saturdays.

(Editor's Note: This latest case of paving over where rails once ran nicely eliminates not only any chance of CN restoring a useful by-pass, but also one of the most natural corridors in the Province of Ontario for the future establishment of an LRT line. Such facility not only could have connected the centres of the two municipalities but could have directly served the heavy employment areas in Hamilton's north end. Over time a rail transit line on the Beach strip would probably have done more to relieve congestion on the Skyway, and in the area generally, than any feasible amount of additional asphalt. Instead, the fate of the Beach Subdivision sadly demonstrates how firmly is the Head of the Lake still in the grips of 1950's thinking).



MOBILE 1

CN displayed at Toronto in mid-October a special communications vehicle for use at the site of major derailments. The experimental unit was custom-built in Point St. Charles Shops (Montreal) at a cost of more than \$250,000. It contains radio, telephone, telex and video systems and has been designed to be the command post at wreck or other emergency sites. Half of the 45-foot trailer is taken up by a communications control centre. The other half is a conference area in which railway personnel, police and fire officials, chemical company specialists, environment officers and other authorities can share information and plan courses of action. The conference area will also be used for media briefings. The first command post, "Mobile 1", will be located in Southern Ontario, where the heaviest concentration of dangerous commodity movements takes place. While it is expected that a period of some time will be required to determine the optimum combination of communications equipment on the basis of experience with this first unit, CN plans eventually to have a similar unit in each of its five operating regions. A 45-foot telescopic radio mast is mounted on the rear of the trailer. Its antenna is the link to three separate forms of radio communication: the railway's multi-channel system, the local telephone company's mobile telephone system, and the CB radio system. There are four portable radios for walkie-talkie communication at the site. In addition, the command post can accommodate up to three telephone company circuits and two CN dispatcher telephone links. The telex hook-up, with CRT, allows communication with any location on the telex network. It also enables the command post to access the railway's TRACS computer for information about the train consist and the nature of the commodities carried, and taps into Canadian National's company-wide administrative message network. The command post can travel to a derailment site by highway if an accident happens near a road. It also has its own flatcar for travelling to otherwise inaccessible points on the railway system. Specifications for the unit are as follows:

Trailer Size: 45 feet long, 8½ feet wide.

Radio Facilities: 45-foot telescopic radio mast raised pneumatically.

Four-foot omni-directional antenna.

One CN Rail multi-channel radio.

One mobile telephone radio (through telephone company).

One Citizens Band radio.

Four portable radios for communications on site.

Video Facilities: One portable camera, and portable videotape recorder. Can feed direct to trailer monitors up to 300-400'. One record and play-back machine for viewing videotapes.

Weather Facilities: Wind direction and velocity indicator, outside temperature indicator.

Support Systems: Generator, heater, air-conditioner, stove, washroom, bed, water supply.

Utilization: 12'x8½' communication centre, 11'x8½' self-contained support facilities, 22'x8½' conference area.

Telephone Facilities: Up to three telephone circuits for connection to telephone company lines.

Up to two dispatcher telephone circuits for connection to trackside lines.

Telex Facilities: One CRT display. Can access any telex subscriber, CN's internal comtel message network and the TRACS (Traffic Reporting and Control) computer system.

Public Address Facilities: Four external directional horn speakers can be beamed more than 2000 feet.

Conference area microphone and speaker system.

Background to "Mobile 1"--The major derailments at Mississauga, Ontario (CP) and MacGregor, Manitoba (CN) focussed public attention on the movement of dangerous commodities by rail. Although there were no deaths or serious injuries in either case (indeed there are no records of death due to dangerous commodity derailments in Canada), considerable public concern has been expressed. Faced with the need to respond to specific points raised by the Canadian Transport Commission's inquiry into the MacGregor derailment, Jack Cann, CN Vice-President of Operations, decided that the dangerous commodity issue deserved broader examination than one railway could give it. He proposed the formation of a task force, with representation from the various organizations and authorities most likely to be involved in the case of dangerous commodity derailments. The idea was well received, and in November, 1980, the task force had its first meeting. Included in its membership were representatives of the two major railways, the Canadian Chemical Producers Association, the Petroleum Traffic Committee, the Propane Gas Association of Canada, Canadian General Transit Co. Ltd., Procor Ltd., Transport Canada, the Canadian Association of Police Chiefs, the Canadian Association of Fire Chiefs, the Federation of Canadian Municipalities, the Canadian Railway Labour Association and the Association of American Railroads.

The task force established three separate committees to examine the subjects of communications, railway operations and overall jurisdictional responsibilities. Out of the work of these committees came recommendations which were passed on to the CTC through CN's response to the MacGregor inquiry. Task force discussions suggested that having a formalized location in which key personnel could plan strategy was vital; from this basic premise, and from the realization that dependable communications are essential, came the idea of the command post. The unit was designed and built entirely by CN forces, with the advice of communications experts as to what equipment should be installed. While the shell of an old trailer was used, the result is a functional and attractive looking facility.

ALBERTA STUDY OF PASSENGER RAIL--Shortly before the November 15th cutback date for VIA Rail services, Alberta Tourism Minister Al Adair presented Jean-Luc Pepin with a study report, as commissioned by the Provincial Government, on the matter of transcontinental rail services in the West. The report was prepared for the Province by Vancouver transportation consultant John Day, and emphasizes the need to retain long distance services on both the northern and southern routes (through Edmonton and Calgary), indicating that a strategy involving new equipment, fixed-size trains, and alternate day operation on the two routes could save VIA between 30% and 50% of its pre-November costs. Put another way, \$60 million spent on LRC trainsets could be recouped in two years, following which VIA could save up to half of its \$115 million annual operating costs in Western Canada (prior to the cutbacks). The Provincial Tourism Ministry is, of course, particularly upset about the total discontinuance of Edmonton-Vancouver train service and the vital damage that will be done to the Japanese tourist business, which has characteristically followed a Vancouver-Jasper-Banff-Calgary-Vancouver circuit, with the Vancouver-Jasper link taken on VIA Rail.

The essential philosophy of the study report, entitled "The Transcontinental Passenger Train in Western Canada--An Innovative Alternative", is to restructure the long distance services to meet year-round demand rather than concentrating on the tourist traffic. The proposal involves the use of LRC's or Amtrak style double deck coaches on the Winnipeg-Regina-Edmonton-Vancouver (CN) route, alternating daily with runs on the southern (CP) route via Calgary, which would continue to use conventional equipment. This pattern of operation, according to the report, would produce:

--a mileage saving of 29%; maintenance efficiencies by use of fixed 300-passenger capacity trainsets which would not require daily breakup and switching; an operating cost saving of up to 40%.

The study further proposes that daily service be operated on both routes during times of peak travel demand (summer and Christmas), but this would involve the old problem of the expense in maintaining standby equipment which is idle much of the time.

The Alberta Government obviously feels that the change to intercity Dayliner service on the northern route, with the Edmonton-Vancouver link totally discontinued, is a step towards the total abandonment of passenger service on that route. The report draws the conclusion that medium distance intercity trains do not appear to have much "long term appeal" by comparison with transcontinental service and cites the results of a recent Amtrak study which shows that the U.S. carrier, following the introduction of new equipment, carried 10% more passengers on long distance runs during the first six months of 1981 (as compared with the same period in 1980), while 3.3% fewer passengers used the intercity services. This, of course, is at variance with recent "conventional wisdom" which states that long distance rail passenger service is a lost cause, while the future lies in runs of up to 500 miles. It is a conclusion which may indeed have some validity in the West, but it is doubtful that it could be borne out in Southern Ontario or Quebec.

--Information from Frederick Jelfs

SHORT ITEMS--CP has placed a \$40 million order for 300 track miles of rail from Algoma Steel Corporation. The approximately 81,000 39-foot lengths of rail as delivered will be joined into quarter mile lengths of continuous welded rail at CP welding shops at Smith's Falls and Winnipeg. Over 200 miles of CWR will be laid in the west during 1982, including 63 miles on the Calgary-Vancouver main line...VIA Rail President Frank Roberts, who was apparently supportive of the November 15 Pepin cuts, reversed his tune on December 1st when he told a Commons transport committee that he would resign if there are any more widespread slashes in VIA services; he said further that VIA has "a basic system now to build on" and that the carrier "has gone as far as it can go with old equipment and facilities--unless we get an infusion of capital, I can see passenger service in Canada being continuously downgraded"; he also said that, unless fixed cost contracts are negotiated on behalf of VIA with the railways, "the substantial changes of November 15 will be for nothing"...CN increased rates between Toronto and Halifax by 8.5% for 20-foot containers and 3% for 40-foot containers on January 1st, while general cargo rates rose by about 14%; CP Rail increased its container rates by 10% on the same date, while general cargo rates increased by amounts between 14% and 15%. Much consternation has followed these increases in the Maritimes, accompanied by predictions that shippers will seek out St. Lawrence ports and New York City...The Province of Alberta is undertaking a study of an entirely new high speed railway line between Edmonton and Calgary which could be in operation as early as 1990, if found feasible; 120 MPH passenger trains would connect the two cities in 90 minutes, using a right-of-way in the median of Highway 2 between Edmonton and Red Deer, and a new right-of-way between Red Deer and Calgary...The nine ex-Toronto RTA (Cleveland) PCC cars are now all out of service. The new Breda LRV's entered service on October 30th, with eight units operating at weekday non-peak periods--the cars are reportedly performing well and are liked by the public, with the only complaint being that the front door steps are too high for elderly persons; all platforms are being raised. Both of the rebuilt Shaker divisions (Green Line and Blue Line) were officially opened on October 30th in concert with introduction of the LRV's (Dave McKay)...CN wooden caboose 78522 was observed installed beside a restaurant on Hyde Park Ave. in Niagara Falls, N.Y. The caboose remains painted and lettered in the current CN treatment...A new curved plastic canopy and new lighting have been installed over the ticket counter at Toronto Union Station...Due to cutbacks several Conrail freight yards have been closed down, including Sayre, Pa., Corning and Hornell, N.Y., Tifft St., Buffalo, Niagara Falls (LV) and Niagara Falls (E-L)...Wisconsin and Southern Railway (Horicon, Wis.) gondola cars are on lease for use in Nanticoke, Ont. (Stelco) service (last two items from Doug Page).

--Recent CN Marine ads in the Financial Post and elsewhere have indicated that the best and possibly fastest/cheapest way to get freight from central Canada to the Maritimes is by TRUCK and then CN Marine. John Kneiling would have a ball with this.

--Dale Wilson

NOTES ON TORONTO'S AMUSEMENT PARK RAILWAYS

by John D. Knowles

With reference to the July 1981 Newsletter, pages 13 and 18, concerning the miniature locomotive of the railway at Hanlan's Point on the Toronto Islands in the 1930's, a steam outline gasoline unit, my recollection is that it had a keystone shaped front number plate with the road number 3155.

After London Midland & Scottish locomotive 6100 and train visited Toronto in 1933, being displayed near the Dufferin Gate of the Canadian National Exhibition (photo, UCRS Newsletter, October 1970, page 124), the Hanlan's Point miniature locomotive was lettered as the Royal Scot, although not in authentic LMS style.

The miniature railway consisted of a long straight stretch of single track parallel to the Western ship channel in a very sandy flat area. At each end there was a turning circle with a spring switch. The loading/unloading area was at the east loop. Upon departure, the train almost immediately entered a "kissing tunnel", actually a long shed built over the tracks, which also served to store the train. The portal was made up like a dragon's head, with the track running into the dragon's mouth. Riders received one round trip for their fares.

Construction of the Toronto Island Airport in the late 1930's resulted in the west end of the line being dismantled, and riders thereafter received two round trips on the much shortened line for their fares. The Hanlan's Point amusement park, by then operated by the TTC, declined in popularity with the demolition of the stadium to make way for airport construction, and eventually the miniature railway was abandoned. An employee of the TTC Ferry Freight staff in 1947 recalled seeing the equipment from the railway piled up at Centre Island. It is likely that all of this material succumbed to the great wartime scrap drive.

The other line on Hanlan's Point was a manumotive tramroad running a few hundred feet from the Lake Shore House hotel to Hanlan's Point ice house, and passing through a gate in a high board fence at the ice house. The equipment consisted of one double truck flat car for carrying cakes of ice. The trucks and rails were similar to those used on miniature park railways. The Lake Shore House was owned by Jack Stinson, then by Durnans and then by the Toronto Transportation Commission. Photo No. 9976 in the TTC official collection is a view entitled "Rear of Bay Front Cottages, Hanlan's Point", which was taken on October 20, 1933. In addition to the rear of two or three cottages, and two of the majestic willow trees which characterize Toronto Island, there is visible a portion of the ice house as well as the fence and gate. Running diagonally across the foreground of the photo from the gate is the track of the manumotive tramroad.

The present day Centre Island miniature railway at the island farm and Centreville miniature village amusement area is two-foot gauge with two steam-outline gasoline 4-4-0's, built by Allan Herschell Co. Inc. of Buffalo, N.Y., makers of amusement rides. The locos are numbered 67 and 73, apparently for their years of construction. They have 24-inch drivers. The cars are much smaller than those used on common carrier two-foot gauge lines long ago, for they are only about 40 inches wide (two seats abreast with no aisle), being seven-bench open cars with a seating capacity of 14. The line follows an interesting loop course, meandering under large trees alongside the lagoons and past the enclosures of the island farm, traversing bridges over inlets inhabited by ducks and geese, over signalled grade crossings of the Centreville pedestrian walks and finally curving through a tunnel under an artificial hill before coming to a stop again at the station where the ride began. The numerous curves and short tangents require continual attentive manipulation of throttle and brake. So close is the track to the level of Lake Ontario that high lake levels have been known to flood the line and shut it down for long periods.

Sunnyside Beach in the west end of Toronto also had a miniature railway in the early 1930's, in an inconspicuous location at the foot of the stairs down from the curved Lake Shore Road bridge, which bridge spanned the CNR tracks and made a fifth branch of the Roncesvalles-Queen intersection. This line had a sausage shaped track configuration with no switches, operated counter-clockwise. Almost the entire north side of this loop was a "kissing tunnel" with some illuminated dioramas along the south side of the "tunnel". The south side of the loop was open to the sky, with an uninteresting view of the backs of the concession buildings and the roller coaster structure. Along this open section were a couple of named stations, which looked more like crossing watchmen's shelters. The line is believed to have been electrically powered by a centre third rail. The locomotive was of electric outline, perhaps intended to look like a New York Central "S" class motor, but lettered "CPR". The locomotive carbody had been replaced, resulting in the peculiarity of a "boneyard" consisting of the original locomotive cab, of similar design. The line had been abandoned by about 1933.

Mr. Bill Durnan supplied the information on the Hanlan's Point ice house tramroad and the Lake Shore House.

--The Urban Transportation Development Corporation has entered into a 50-50 joint venture agreement with TIW Industries Ltd. of Ottawa to establish a new company, the purpose of which will be the fabrication, assembly and supply of transit vehicles. Construction of the new plant is expected to begin early in 1982 and the first vehicles are planned for production starting in 1983. The facility, which is expected to create over 300 new jobs in the Kingston area, will be located in the transit industrial park adjacent to UTDC's Millhaven Transit Development Centre. It will build aluminum ICTS cars for the Urban Transit Authority of B.C., the TTC (Scarborough line), and Detroit. Following assembly, all cars will undergo pre-delivery run-in on UTDC's test track. TIW, under an existing contract to UTDC, is already fabricating two pre-production ICTS cars at a Trenton, Ontario plant. It is the intention of the joint venturers that the new company have sufficient production capacity and skills to become a self-sustaining ground transportation equipment company.



UCRS and other events and activities

by Ed Campbell

--The Annual Meeting of the Society will be held together with the regular UCRS Toronto meeting on Friday, February 19, 1982. Nominations for the post of Director are being accepted by John Thompson, 19 Glencrest Blvd., Toronto M4B 1L2, phone 759-1803. The Directors are, of course, a very important segment of the Society, and as they chart the direction of Society activities very special thought should be given when making a nomination.

--Make your reservations now for the February 6th trip from Toronto to Kingston and return using GO Transit bilevel equipment. This will be the first time that this equipment has been used east of Pickering. There will be a good show in Kingston featuring both inside and outside activities. Take advantage of the Earlybird discount fares for orders postmarked by January 15. Discounts are available both for members and for non-members who may be accompanying them. Please take time to read the flyer attached to the December 1981 Newsletter and use it to order tickets. Let's make this outing a memorable one, commemorating the 125th anniversary of the opening of this line of the Grand Trunk Railway Co. of Canada.

--A very pleasant CLRV outing was enjoyed on Saturday, December 12th when two cars of sightseers spanned the length and breadth of the Toronto street car system. Photo stops and coffee stops added to the fun, and the speed and comfort of the cars was tested by one of them on the open track along the Queensway. The new sliding window panels were a feature of one of the cars, No. 4040.

--Jim Walther needs staff to help at the booths which the Society will have at the Model Railway Show at Harbourfront, Toronto on March 5th and 6th and at the Canadian National Sportsmen's Show in mid-March. Please call Jim at (416) 294-2737 to arrange those dates and times when you will be available. Friday, January 15th--Regular Toronto UCRS meeting at the Education Centre auditorium, on the south-east corner of College and McCaul Streets, Toronto. Doors open at 7 p.m., meeting starts at 8 p.m. The co-speakers will be Al Kerr and Geoff Gerstung of the Buffalo Chapter, NRHS, who will present an illustrated talk on the railway facilities, past and present, in and around Buffalo, N.Y.

The President and Directors wish to direct the attention of Toronto members to two matters in connection with regular meetings. The first is that the hour from 7 to 8 p.m. is to be considered part of the meeting--a time when members can gather to socialize and exchange information, etc. prior to the commencement of the formal part of the meeting. The second reminder is in respect of the monthly "newscast", a period during the meeting when members are asked to report to the meeting any late breaking items of news or recent observations, and also when newsworthy 35mm slides may be shown. Recent newscast sessions have tended to be a bit skimpy; if you have newly taken slides, please bring them and let other members share in your efforts--they will be appreciated.

Thursday, January 21st--The UCRS Sales Booth will be open from 7 p.m. until 9:30 p.m. Featured again will be a new book from Railfare: Canadian Pacific Diesel Locomotives. The Sales Booth is located in the CNR St. Clair Station on St. Clair Ave. West in Toronto. It is accessible by TTC 512 (St. Clair) street cars; get off at Caledonia Road and walk west a short distance to the station, located on the east side of the railway overpass, on the north side of St. Clair Ave. If you are driving from the west, look for and pass under the second railway overpass east of Keele St, then turn sharply to

the left to park near the station.

Friday, January 22nd--The regular Hamilton Chapter meeting will be held in the CNR Hamilton Station at 8 p.m. The entertainment will consist of members' 35mm slides; why not bring some of yours and enjoy the evening? --A last reminder: Don't forget to buy your tickets right away for the February 6 Kingston trip--Leave Toronto Union at 8:45 a.m., returning at 8 p.m.

TerraTransport A TENUOUS SITUATION MARKED 1981--THE CENTENNIAL YEAR

CN Celebration of Newfoundland's railway centennial has to be sobered by realization of the uncertain situation presently surrounding the island rail system and indeed by the heavy deficit position of the entire transport system of the Province. Terra Transport, CN's multi-modal transportation division in Newfoundland, was formed in 1979 as a separate division to operate rail, intermodal, package and bus service on the island. The Division also assumed responsibility for the waterborne movement of rail traffic from North Sydney, N.S. to Port aux Basques and has entered into an agreement with CN Marine Inc. and the Federal Government in regard to this service. In 1980 Terra Transport lost \$26.9 million, a deficit increase of \$2.1 million over 1979. The greater loss resulted principally from the impact of inflation and a decline in freight traffic volume, offset in part by special Government of Canada payments to make up for the impact of deferred manpower adjustments.

The heavy deficit position of TerraTransport arises from the fact that rail traffic in Newfoundland is currently about one-tenth of the volume required to break even and potential increases are limited by the presence of strong road and water competition. Revenues of TerraTransport for 1980 were \$44.1 million compared with \$41.4 million the previous year. Expenses totalled \$71.0 million, compared with \$66.2 million in 1979. Capital expenditures amounted to \$4.2 million in 1980 including \$1.6 million for basic maintenance and \$1.3 million for new buses. The average number of employees on Terra Transport in 1980 was 1,287, a reduction of 2.4% from the previous year.

CN is continuing discussions with both the Federal and the Provincial governments, these being directed to developing a program which will acknowledge commitments made in regard to the continuation of rail service in Newfoundland and at the same time reduce the serious financial impact of TerraTransport deficits on CN.

--Adapted from CN "Keeping Track"

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