

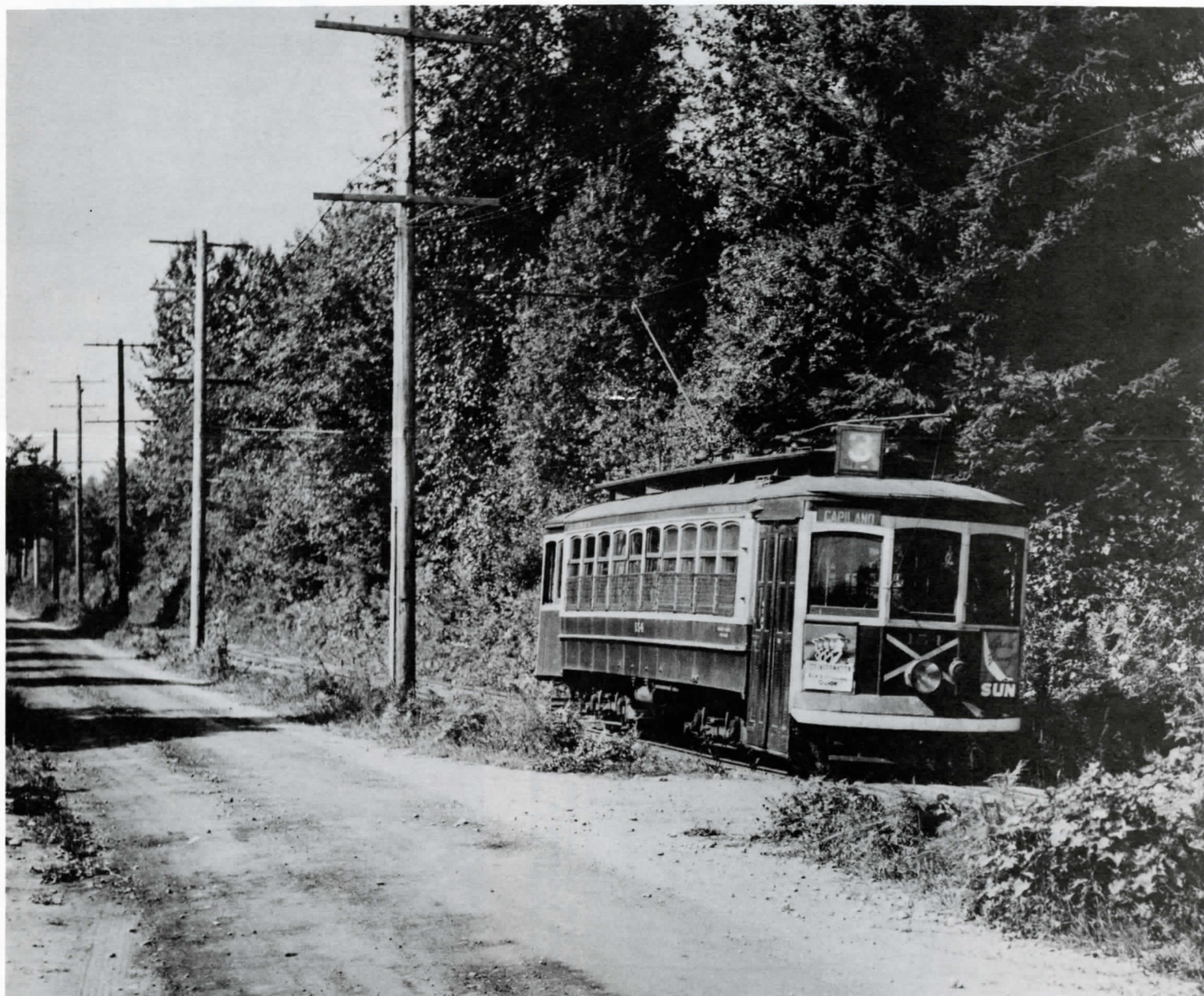


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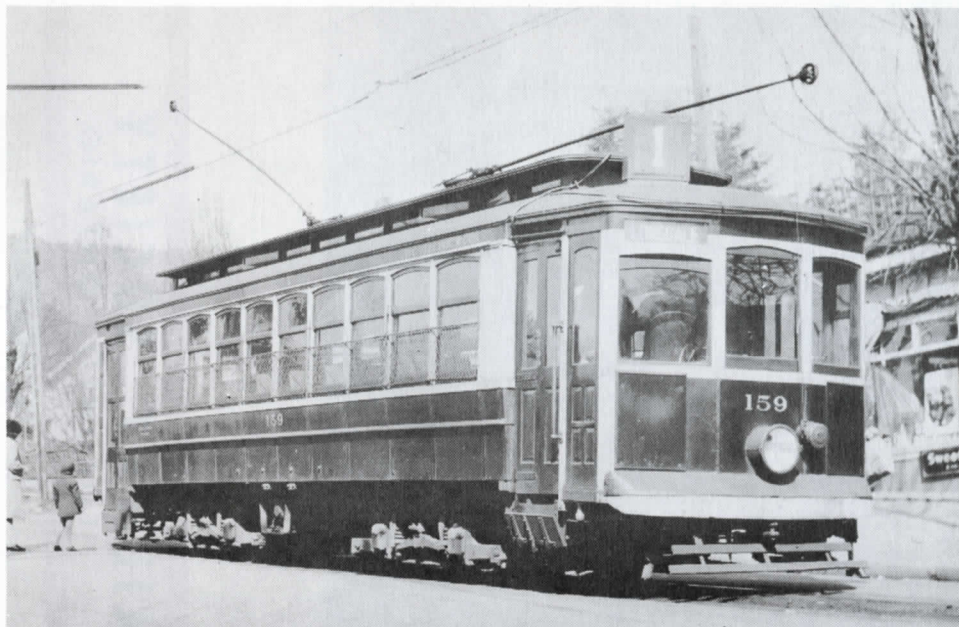
Newsletter

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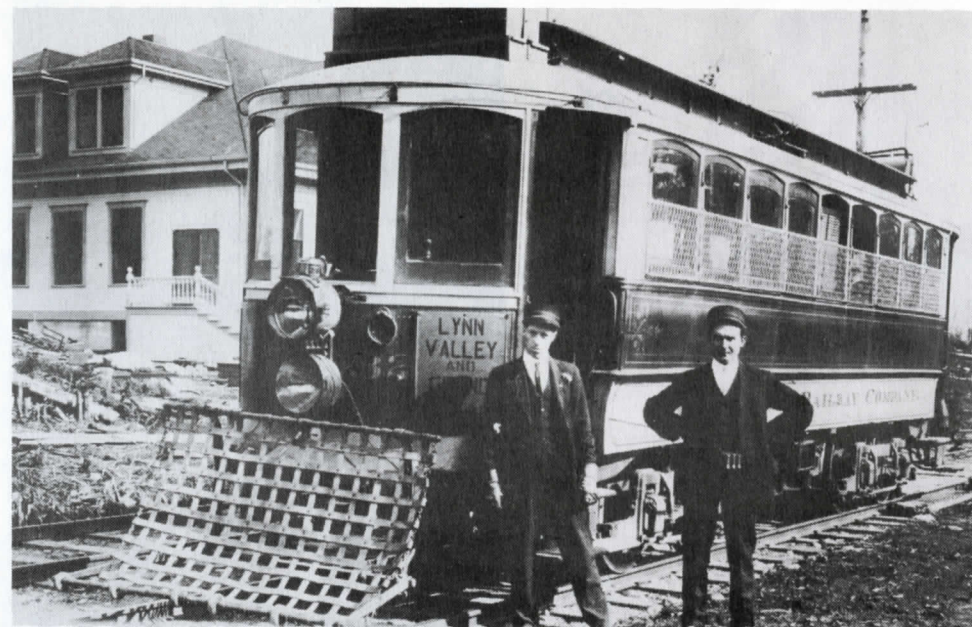


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



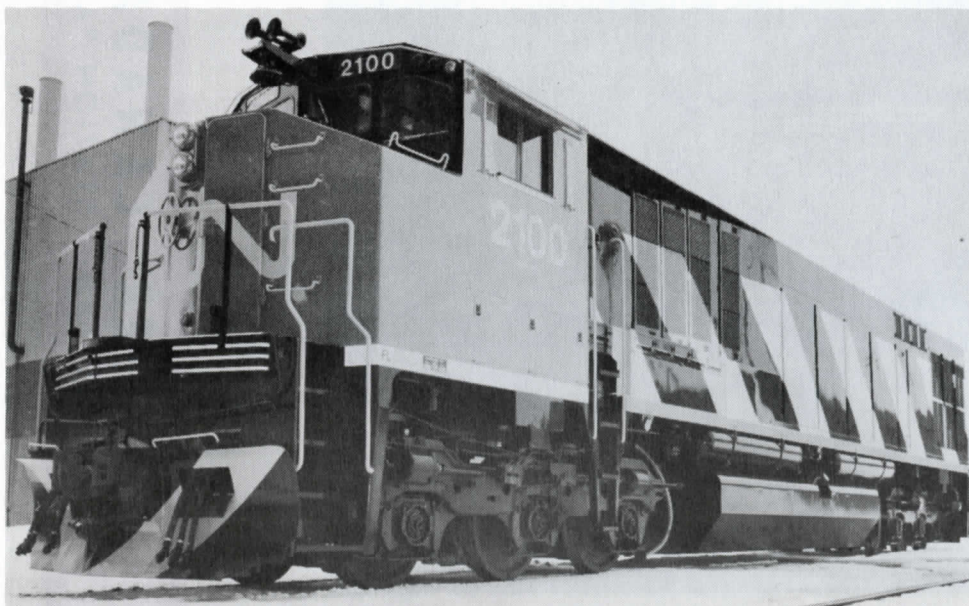
--Ray Corley Collection

BCER 159 (Brill, 1908) had a year of service remaining when this March 15, 1946 view was recorded on Route 1-Lonsdale, in North Vancouver. The BCER colour scheme at this time was bright red and cream.



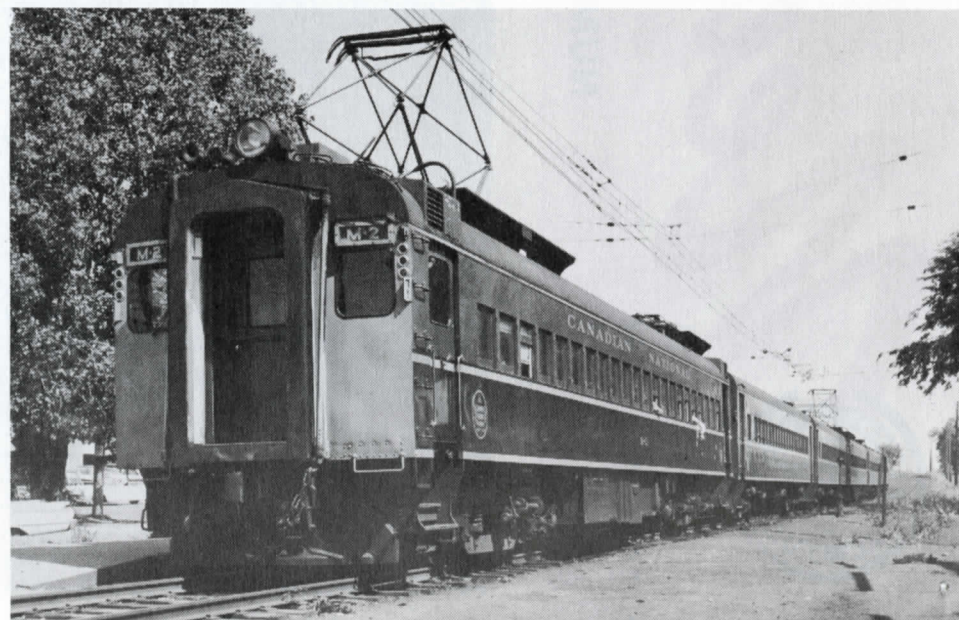
--Ray Corley Collection

A BCER Motorman and Conductor pose beside Brill-built car 38 on the Lynn Valley line in North Vancouver, circa 1908. Note the massive lifeguard for scooping up unwary pedestrians (or railfans?) and the two headlights, one of which was electric, the other carbon.



--CN photo

CN 2100 (railway class MF30c; Bombardier class HR616--which stands for High Reliability, six axles, 16 cylinders) poses for its portrait fresh from the erecting plant in Montreal. Note how the carbody is tapered in behind the cab, to improve visibility for crews.



--Ted Wickson photo

A CNR MU train, resplendent in the old green and black colours, is seen on the Cartierville branch in June, 1962. Assumption of this service by the MUCTC has meant a reprieve for Montreal's electric suburban trains.

North Vancouver:

A CAPSULE TRANSIT HISTORY

This month marks the 35th anniversary of the conversion of street car service to bus operation on the isolated three-route North Vancouver system operated by the British Columbia Electric Railway Company. The following is a brief history of the system.

On June 13, 1906 a franchise was granted to B.C. Electric to provide North Vancouver with street lighting and five miles of street railway, with a minimum 30-minute service. BCER lost no time in getting to work. Power was brought from Vancouver on huge wooden towers at Second Narrows, to a new substation at 3rd Street and St. Davids.

The first street car route was surveyed straight up Lonsdale from the ferry wharf to 21st Street. The second, after much argument, was laid east-west on First Street. By September 3, 1906 construction of the Lonsdale line had proceeded only as far as 12th Street, but Reeve Kealy decided to take advantage of the Labour Day holiday to perform the official opening. Everything literally went off with a bang. Car No. 25, one of four brought from Vancouver, was decorated for the occasion and moved up the hill to the music of a brass band and the cheers of the crowd. But on the trip back down, the car slid on the greasy rails and collided with another car.

Within a few months the Lonsdale track was completed to 19th and the first timetable was published. Shortly after, the second route opened. In 1908 the system got a new Manager, Albert Perry, who recorded that he found a street railway with five miles of track and three "wee, dinky" cars which carried 706 passengers on that day. The fourth car, good old No. 25, had rolled off the track and into Burrard Inlet a year earlier.

By May, 1909 crews were busy clearing brush for a major expansion, carrying on from 19th and Queensbury up the Lynn Valley Road to Dempsey - a line which was opened on May 13, 1910. Again the Lonsdale hill caused a problem on opening day. On the return trip, a new street car, No. 62, which was carrying passengers including the Mayor's wife, lost its brakes after passing 3rd Street and flew off the track into the inlet. Everyone was fished out not too much the worse for wear.

In 1911 BCER opened its third and last street car line in North Vancouver. The track down Keith was taken up and new track laid up Fell and across 20th Street to Hamilton. From there a large wooden trestle took the cars across McKay Creek to McKay Avenue, where they swung up and across 22nd Street to Bridgeman, then on to a terminus at School Street and Bowser - a spot now covered by the Upper Levels Highway.

A few years later the old cars were replaced by new street cars, numbered 150 through 162. The cars were kept in a barn at Third and St. David's, site of today's bus garage. For the next three decades the equipment ran faithfully, day in and day out, meeting the ferries and carrying their patrons to and fro. But the beginning of the end came with the Second World War. Buses were introduced to handle the increased traffic (the first such vehicle was No. M33, a Twin Coach, which was placed on the Capilano route in 1942). Buses finally replaced the cars entirely on April 24, 1947. The last car to operate was No. 150, which pulled into the barn after finishing its final trip at 1:15 a.m. on the aforesaid date.

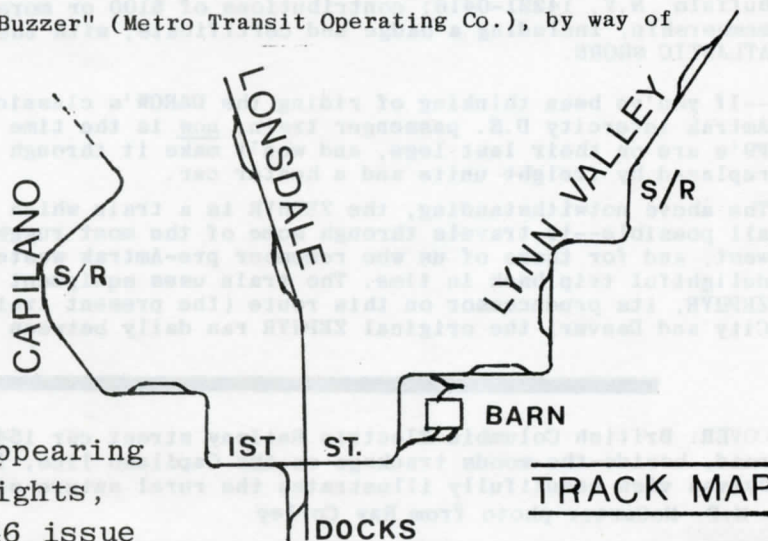
Track and overhead were quickly removed and the streets repaved, while the bodies of the cars were sold as housing units; car trucks and other spare parts were removed to BCER's Kitsilano Shops in Vancouver. The line car was scrapped, while the single sweeper assigned to North Vancouver was moved to the Vancouver system.

Today, 83 buses and 185 drivers provide service for an average of 405,000 monthly passengers travelling to points throughout North Vancouver and to Vancouver. The old North Vancouver ferries have long since gone, but their ultra-modern descendants carry on the tradition. The BURRARD OTTER and BURRARD BEAVER carry up to 400 passengers per trip on a fast and scenic marine transit link with Vancouver.

--For the greater part adapted from "The Buzzer" (Metro Transit Operating Co.), by way of Mike Roschlau

PASSENGER CARS ON ROSTER AT END OF SERVICE:

150, 151, 153-157, 159-162



Based on map appearing
in ERA Headlights,
Nov.-Dec. 1946 issue



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above address.

--The Newsletter extends congratulations to the Toronto and York Division of the Canadian Railroad Historical Association on reaching its tenth anniversary in March. The same month (March 15th, to be precise) marked the 50th anniversary of the parent CRHA in Montreal, one of the earliest organized railway enthusiast organizations in North America, and one which has distinguished itself over the years with excellent publication and excursion programs, to say nothing of its greatest accomplishment, the Canadian Railway Museum at Delson, Quebec.

The informal group which preceded the UCRS, incidentally, dates back to that same year of 1932, although no formal organization occurred until 1940. Nevertheless, the present day Society constitutes a group of Toronto railway fans which has now met continuously for half a century. Some still active members can trace their association with the group back to near the beginning. These members say that the small band of enthusiasts, in the pre-1940 period, referred to themselves as the Toronto Engine Picture Club, a name which no doubt was inspired by Railroad Magazine's "International Engine Picture Club". The TEPC members met in each other's homes and swapped stories of steam and steel, as well as size 116 prints and negatives of those machines which so totally captivated railfans of the day that most of them rarely looked behind the tender.

--Congratulations are also due Brian Coleman (UCRS No. 348), who was recently appointed Chairman of the Guelph (Ont.) Transportation Commission after having served on the Commission for three years. Brian, who is active in the Ontario Electric Railway Historical Association, advises that the GTC operates 38 buses (all GM's), and that the Commission's results stand close to, if not at, the top among Canadian transit systems (\$120,000 loss in 1981, representing \$1.70 per capita). Service is operated 18 hours a day, six days a week, with special church runs on Sunday. The GTC is the successor to the Guelph Radial Railway (taken over in 1939, two years after the end of street car operation).

--The Western New York Railway Historical Society has acquired former New York Central buffet-lounge car 10572, ATLANTIC SHORE, one of two "Century Club" cars constructed by Pullman-Standard in 1948 as part of the re-equipping of the TWENTIETH CENTURY LIMITED which occurred in that year. The car, which was also equipped with a barber shop, a shower and a secretary's room, was sold to the Rock Island in 1959 and then to a non-rail owner located in Iowa in 1975. The latter owner has donated No. 10572 to the WNYRHS, which hopes to restore the car to its original condition, with the necessary upgrading to permit it to be operated in Amtrak consists. The car has yet to be moved to Buffalo, at an estimated cost of between \$3000 and \$5000. Contributions to the Society's "Save the Cars Fund" may be sent to Box 416, Buffalo, N.Y. 14221-0416; contributions of \$100 or more will result in a "Century Club" membership, including a badge and certificate, with the donor's name placed on a list in ATLANTIC SHORE.

--If you've been thinking of riding the D&RGW's classic RIO GRANDE ZEPHYR, the last non-Amtrak intercity U.S. passenger train, now is the time to do so. Rumour has it that the train's F9's are on their last legs, and won't make it through the summer. They would most likely be replaced by freight units and a heater car.

The above notwithstanding, the ZEPHYR is a train which every true railfan should ride if at all possible--it travels through some of the most rugged and beautiful scenery in the U.S. west, and for those of us who remember pre-Amtrak western passenger service, it offers a delightful trip back in time. The train uses equipment from the world-renowned CALIFORNIA ZEPHYR, its predecessor on this route (the present train runs tri-weekly between Salt Lake City and Denver; the original ZEPHYR ran daily between Chicago and San Francisco).

COVER: British Columbia Electric Railway street car 154 makes its way along side-of-the-road, beside-the-woods trackage on the Capilano line, in North Vancouver, in 1943. This sylvan view beautifully illustrates the rural nature of parts of the North Vancouver operation.

--M.D. McCarter photo from Ray Corley



—a future?

By
DALE
WILSON

Where is VIA Rail Canada going, and in what condition? Pretending to possess a simple answer to that, as politicians of all parties and even a few hysterical railfans have done, would be very easy. Unfortunately, until a great deal more information is available, it is only possible to pose questions, and to lay out some hypothetical situations.

If Canadians couldn't laugh at their governments, they would probably weep. A recent joke from Ottawa is apt. "What's the government's new solution to any problem? Simple. Paint it blue and yellow and get rid of it." How much truth lurks in that bitter humour? A great deal, judging by performance of late. One wonders how often the Transport Canada bureaucrats travel by train, and how much they know of the day to day operations of this type of travel--for which they are responsible. How often do our elected representatives, at all levels, ride the trains, particularly the coaches? It would be much simpler for Ottawa and the provinces if passenger trains quietly disappeared, and so for years almost everyone in government has either ignored or knowingly downgraded rail travel. When these people in government suggest that they have the "answers", it can only mean a pooling of massive amounts of ignorance. In fact, since Sir John A. MacDonald proposed building the CPR, there is some question that any government in Canada has had a sensible railway policy.

For some time there have been clear signals from Ottawa that the only good passenger train was a discontinued one, and that the only way to go was to fly. The provinces, falling over themselves in providing a "free" highway system parallel to every mile of track from coast to coast, have seemed equally determined to exterminate the passenger train. However, before being too generous with blame, it should be remembered that we selected these people to govern us. It is the perfect irony of our democratic system that we usually get the government we deserve.

Much has been said and written about the cutting of close to half of VIA's transcontinental service. Could we try to look at this issue clearly and logically? Such trains were (and are) using quarter-century old motive power and rolling stock, much refurbished and usually slightly shabby. The nature of the sleeping and dining car service provided makes these trains labour intensive, and thus horrendously expensive to operate. One wonders why, when Mr. Pepin went on his economy kick, THE CANADIAN was allowed to survive. An argument put forward in the past to justify transcontinental service has been that it brings in American tourist dollars. If fares paid do not cover operating costs, surely there is something wrong with this argument. Further, this could never have been true in the winter travel season anyway, and that period lasts from eight to 10 months, depending on which part of Canada one is talking about. There is a message, loud and clear, yet unheard in Ottawa, that comes from Americans who have ridden THE SUPER and THE CANADIAN in recent years. It is that the new Amtrak offerings south of the border are better than what we provide, and that they probably won't ride trains in Canada any more.

If there is the slightest justification, economic or social, for transcontinental trains in Canada, why can't they be outfitted with new, Canadian-built rolling stock and motive power? No doubt Can-Car, Bombardier and others would like to carry this argument further, and so they should. That such a concept has been so long in coming, for any and all train operations in the country, indicates the indifference of successive governments.

Currently, VIA attempts to carry out inter-city work with THE CANADIAN, something that the train cannot be depended on to do, given the inherent difficulties of a 3000 mile schedule. Even if re-equipped, the train couldn't do it, so the only real job for transcontinental trains of the future would be as "Cruise Trains", selling scenery, a leisurely pace, and luxury at appropriate prices. For inter-city work, it makes far more sense to have new, fast trains giving reliable service and timekeeping over selected portions of the transcontinental route. In this context, VIA's new Winnipeg-Regina-Saskatoon train, even with obsolete equipment, will bear watching.

Suppose VIA disappeared altogether. How much would be saved? Would increased air and road subsidies, plus greater unemployment, eat up any conceivable saving? Does VIA have full knowledge of what it is paying for when money is handed to CP or CN? Would competent managers of any other multi-million dollar operation allow such ignorance? Does anyone actually understand railway costing procedures, written as they are in that obscure dead language, "Civil Servicers"? Is there anyone out there who can honestly say they have read and understood such literary gems as Reasons for Order No. R-6313 Concerning Costs and Regulations? Has anyone even tried? Seriously, ask your MP for a copy of that, saying you want to understand how much it costs to run trains. It's Pamphlet 15, August, 1969, put out by the Canadian Transport Commission, Railway Transport Committee. I would love to hear from anyone who attempts the job.

Should Canadian taxpayers begin to worry about the LRC? The answer is probably "Yes". There is one LRC trainset, for sure, but it seems to have sporadic, usually unspecified problems. Where are the rest? What was the date upon which they were promised? Why hasn't the one trainset delivered to Amtrak had similar problems, or do the Americans run trains despite problems?

There were vague indications that LRCs would see service in the Maritimes and the west, although would anyone in Ottawa or at VIA's Head Office now admit to such wild talk? Have sufficient trainsets been ordered to handle the corridor plus the other areas? If not, when will such orders be placed? Did Mr. Pepin actually promise that cutting services would provide money for re-equipment?

How about advertising? VIA's television pleas to try an all-inclusive tour to a favourite city tempts one to ask for the package to Melville, Saskatchewan, or Sault Ste. Marie, Ontario. For those who haven't been following, VIA doesn't serve either place, and probably never will if current planners have their way. However that may be, would it not be wiser for VIA to spend its advertising dollars persuading people to get out of those nasty cars that get stuck, boil over, stall and--worst of all--must be driven and then parked. Quite apart from filling passenger trains, is there not another very good reason for an anti-car campaign? Or do Ottawa and the provinces seriously believe that petroleum will forever be available, and sold at the present (by world standards) low prices?

One of the most costly features of any transport system is that it must be able to accommodate most comers during peak load periods. A few years ago, CN had some success with a Red, White and Blue fare scheme that gave cheaper travel at times when business was slack. Carried far enough, a differential fare scheme can do much to smooth out the peaks and hollows of a ridership graph. If there is a fixed cost to running a train anyway, would not a few more fares help out without raising any other costs? Have surveys been made to find out exactly who would ride, when they would ride and what fares they would tolerate? Since such surveys would have to cover far more than the existing rail travellers, they would have to be conducted by some agency other than VIA.

At some point in any discussion of rail passenger service, someone uses the dirty word "subsidy". Comparative studies are difficult to find, but what is available suggests that it costs a bit more in tax dollars to operate passenger and freight aircraft than it does passenger trains, and a huge amount more to keep our road system open. Strangely, there are people, even in government centres, who still refuse to believe this. They claim that bus passengers and car drivers are not subsidized and that those who fly cost the taxpayers only a small amount. On the other hand, in their view, subsidies to rail passenger operations are bleeding the country dry. Such people apparently also believe some or all of the following: (1) licence fees and gas taxes pay the upkeep on roads; (2) CP Air and Air Canada pay the wages of Air Traffic Controllers, Weathermen and other assorted hired help at airports; (3) Greyhound ploughs snow from highways and investigates accidents; (4) the tooth fairy provides new roads.

How's employee morale at VIA? Rotten, of course, and it's very definitely affecting service to the paying passengers. While such problems could hardly be avoided with cutbacks such as have taken place, it's a shame. The conscientious employee continues to do the best he/she can, but such people are harder to find today. As with CN and CP in the declining years of their passenger stewardship, VIA has a management crisis. Skilled supervision from mid and upper level management is conspicuously absent in most of the employee problems encountered. For many years now it has seemed that, since the people at the very top were indifferent or wanted out, no one else in the long chain down to those meeting the paying passengers really cared either. Naturally, this claim is denied by VIA and by those formerly with CN and CP, but is denial enough? How about some proof of quality management?

Finally, it comes down to politics. The Liberals can legitimately be blamed for VIA's plight, for they are in power. The two Opposition parties do not inspire confidence when it comes to running trains, as each has its own peculiar drum to beat. But what about the voters of this country? How much do they care? Certain chilling facts must be realized about the overwhelming majority of the Canadian population. Canada is a nation of car owners and drivers. Few Canadians under age 35 have ever ridden on a train, and most show absolutely no interest in doing so. Most Canadians over 35 haven't ridden trains for years, for a host of reasons, and they show little interest in returning.

When the Pepin commandments were brought down from the mountain, the media rushed about, sure that it had found an issue that Canadians would become excited about. Soon it was obvious that few cared, and the Liberals carefully noted this fact. How many railfans wrote to their MP (of any party) saying, in effect, that they rode trains, they didn't want them taken off, and if the trains did disappear, they would vote against the MP at the next election? Even if railfans had been wrong on their stand on some of those trains (and they might have been), such pressure would have had an effect...but such pressure was missing. For those who say that pressure doesn't work, particularly when applied by minorities, how do you explain the Crow's Nest Pass Rates and bilingualism as firm policies requiring everyone's money to prop them up?

Perhaps some rethinking by the railfan is necessary, followed by pressure on all levels of politicians and then a fervent evangelism in getting others to support his view. If you don't try it, you probably will live to see the last passenger train, or at least hear of it.



BOMBARDIER HITTING THE BIG TIME

Bombardier Inc., Mass Transit Division, has won an order from New York City's Metropolitan Transit Authority for six push-pull commuter cars. This equipment will be nearly identical to the 117 cars being supplied by the builder to the New Jersey Department of Transportation. The design originated with Pullman-Standard and was subsequently bought by Bombardier.

Meanwhile, the company is negotiating a huge contract, valued at \$1 billion, to supply 825 subway cars for New York. The contract is evidently conditional upon a Japanese car builder (not identified) securing a contract for a further 300 cars; the Bombardier cars would be constructed to the Japanese design, with a 3% licensing fee paid. The order, upon which construction would commence next year, is part of a \$7 billion upgrading program for subway and commuter lines to be carried out by MTA over the next few years.

CN MF-30c Class Units

The CNR's new 2100 series locomotives (see photo, P.2) represent a customized design developed co-operatively between the railway and Bombardier Inc., the builder. While the units are of wide carbody design, the upper two thirds of the carbody is tapered inwards immediately behind the cab, permitting the engine crew to have exceptional rear visibility for a wide carbody, including full view inspection of the train even on a very slight curve. The units accordingly combine the best operating features of a wide carbody locomotive and a narrow carbody road switcher.

The new locomotives also incorporate a number of other design features to improve operating reliability, particularly in cold weather, and most particularly under conditions of heavy snow. Other locomotives are sometimes stopped when snow is carried into traction motors along with cooling air. On the 2100's, air is ducted to each motor from a central blower housing positioned at the forward end of the main diesel engine. The blower housing has a system of louvres in the top, servo-controlled, with the servos activated by changes in traction motor temperature. When the temperature rises, the louvres open to admit air. Under winter conditions, the louvres will remain closed much of the time, largely eliminating the problem of snow shorting out the traction motors. This feature offers an additional benefit. When the louvres are closed, the load on the blower is reduced--in effect, it is "feathered". In this mode, the horsepower draw from the main engine at full load is reduced from approximately 120 horsepower to 20. In sustained operation, this will mean significant fuel savings.

The wide carbody design makes routine maintenance much easier. On earlier model road switchers, the narrow body tightly encloses the diesel engine, and access to the engine is from the outside. In winter, the running boards along the sides of the locomotive frequently jam with snow, creating a hazard for crews and occasionally totally blocking access to the engine compartment. On the 2100's access to the engine is internal, with a door linking the cab to the engine room. However, side access doors have been retained. The cab is considerably larger than on earlier road switchers. The electrical cabinet has been moved back, increasing floor space by about 25% and improving crew comfort. In addition, later models will have a new and much smaller control console, making the cab even more spacious. Some of the design innovations have resulted in part from a study of Russian locomotive practice carried out by W.L. Draper, CN Assistant Chief of Motive Power.

The GR-418 class locomotives currently being rebuilt by CN at Montreal's Point St. Charles shops incorporate many of the winterization features developed for the 2100's. A number of these are already in service, and have reputedly performed well under winter conditions.

--Based on a CN news release

RAIL RELOCATION: DANGEROUS GOODS MOVEMENT AND OTHER PRESSURES--A proposed office tower that would straddle CP Rail tracks in downtown Calgary may renew a smouldering debate over the transport of hazardous goods through the city centre. Alderman Brian Lee wants City Council to order a freeze on development over the rail line until a study on the subject, ordered several months ago, is completed. CP's subsidiary, Marathon Realty Co. Ltd., wants to erect a four-tower, \$200 million office project over the tracks. Alderman Lee, who notes that 150,000 freight cars carrying hazardous substances move through downtown Calgary every year, wants the tracks relocated. On the other hand, CP officials say that the risk of a spill is minimal.

In Vancouver, a similar argument is underway. City Council has refused to hear a Marathon rezoning application until the hazardous goods question is solved, and fire officials are concerned.

Mark Podolak, of the Federal Urban Transportation Assistance Program in Ottawa, says that a track relocation study for a city the size of Calgary would cost about \$500,000. Such studies have been carried out for 15 cities, but only Regina has had a plan approved. The Regina plan, moving two rail lines, would cost about \$30 million, with Ottawa paying \$17.5 million and the rest coming from the city and the province. Mr. Podolak, showing more insight than is usually characteristic of civil servants, says that it is ironic that cities such as Calgary want to remove the rail lines that were the original reason for the cities being built.

Meanwhile, the Medicine Hat, Alberta Chamber of Commerce has recommended that City Council pressure CP Rail to remove most of its trackage and other facilities from the downtown area to locations outside the city limits. A Chamber brief states that "the railway, once an important mode of transportation, has declined in use and has become in Medicine Hat a restriction to urban travel and an inefficient occupant of downtown land". (If there has indeed been such a decline, what are those expensive programs of Western double tracking and line relocation all about?). The CPR physically separates the Flats area of Medicine Hat from the remainder of the city, with access between the two areas provided by only one railway underpass and one overpass. The Chamber of Commerce brief claims that CP Rail would go along with the relocation plan as a new line could be constructed with easier gradients, and as there would be advantages in having the main yard located close to the North Brier Park industrial area. Locating the main yard at Dunmore would also permit more direct access to the Crow's Nest Pass line. Thirty acres of downtown land could be sold by CP for commercial development. Finally, the Chamber brief notes that the removal of chemical tank cars and other dangerous loads from the city centre would reduce the risk of a serious "urban accident".



CN, CP RAIL HAGGLING FOR CONRAIL LINE

by Mike Lindsay

According to a report in the London Free Press, both CN and CP are among prospective buyers of the Conrail-Canada Southern freight line which runs through the heart of south-western Ontario and has division headquarters in St. Thomas. On March 9 Conrail officials in St. Thomas said that separate talks among the three companies could soon culminate in the sale of the Canada Southern Railway Co., which runs some 225 miles from Windsor to Niagara Falls, but spokesmen for all three companies refused to discuss the negotiations. C.R. Spence, Conrail's Division Superintendent in St. Thomas, said that the "sale has been discussed for some time" and said that there will be further talks and discussions. According to Mr. Spence, Conrail has 350 employees working for the Canada Southern Division.

A spokesman for the Canadian Transport Commission said that it was not surprised upon learning of the negotiations among the three railroads. He noted that a Commission decision in August of last year had ordered Conrail to start operating its four railway facilities in Canada "satisfactorily" or sell them to a company that would. The Commission said then that it was withholding approval of an application by Conrail to acquire total ownership of the facilities. Conrail holds 77% of the Canada Southern stock, with the remainder being in public hands. The other facilities are the Detroit River Tunnel Co., the Niagara River Bridge Co., and the St. Lawrence and Adirondack Railway Co. The Commission felt that if the Conrail ownership request was approved, the company would then apply to abandon the Canada Southern in order to capitalize on its real estate value; if the application was refused, Conrail would have no incentive to use the line, resulting in the loss of Canadian jobs. The CTC feels that Conrail should make a realistic assessment of its obligations and that such obligations do not include selling it for real estate profit. The Commission noted in the decision that, since the formation of Conrail, traffic on the "first class" Canada Southern line had dwindled and resulted in annual losses, but that it could have made money if Conrail had not diverted traffic to lines south of the Great Lakes to help employment in the U.S. The CTC will have final approval of the sale, to whomever it is made.

Notes



BY BRIAN C. NICKLE

VIA Rail

--On February 9, VIA Rail Toronto-Guelph-London Train No. 661 struck a large snow bank which had been plowed onto the first crossing east of Shakespeare, Ontario by a county highway plow, and badly damaged the pilot on RDC-2 6210. Using tools provided by a local farmer, the train crew was able to pry the pilot forward enough to continue on to London, but as a result No. 661 was one hour and 15 minutes late at Stratford. London-Guelph-Toronto Train No. 664, operating this day with CN GP40-2w 9570, a steam generator and two coaches, as opposed to the usual RDC's, was forced to wait at Stratford for No. 661, and ended up departing over one hour late.

--On February 9 a CN plow extra operating from Stratford to Tavistock with GP9's 4596 and 4524, and RS18 3738, derailed in heavy snow at Mileage 27 on the Drumbo Subdivision. With the RS18 on the ground and the leading units and plow stuck firmly in the snow, GP9 4492 was ordered out from Stratford to assist with the task of re-railing the derailed unit and pulling the plow extra from the drifts. This proved unsuccessful, and early on February 10 the GP9 4492 was joined by GP40-2w 9547 and GP38-2 5507, and together with a mobile auxiliary crane and a front-end loader, the stuck plow extra was pulled free, but not until 20 hours had passed from the time when the train first became lodged in the drift.

--With the derailment of Toronto-Sarnia Train No. 89 on the Oakville Subdivision the previous evening (see March issue), there was no equipment at Sarnia on February 11 for Sarnia-Toronto Train No. 84, so VIA Rail operated two buses from Sarnia to London to handle No. 84's passengers. At London, the passengers boarded Windsor-Toronto Train No. 70 for the balance of their trip into Toronto Union.

--Also on February 11, the steam generator on FPA-4 6781 froze up at London, forcing VIA Rail to annul London-Toronto via Guelph Train No. 664, and the two buses arriving from Sarnia with No. 84's passengers were used to transport those wishing to travel on No. 664 that morning. As is to be expected when buses are ordered to replace cancelled trains, the affected passengers wound up at their destinations quite late.

--Among the interesting power assignments operating on CN's London Area on February 11 were: Stratford-Owen Sound Train 516 with GP40-2w 9547 and GP38-2 5507; London-Stratford-Goderich Train B511 with GP40-2w 9533 and GP9(u) 4002; VIA Windsor-Toronto Train No. 72 with CN GP9 4417 and RS18 3125; VIA Windsor-Toronto No. 74, with GP40-2 9531.

On February 11 VIA Stratford-Toronto Train No. 660 was delayed for one hour when the train's three RDC's failed right at Stratford, and CN RS18 3738 was removed from a lashup ordered for a snow plow extra and used to pull the crippled Budds to Toronto. On February 12 Train No. 660 had its three RDC's fail at Stratford again, and CN GP9 4492 was pulled from its assignment on wayfreight 581 to power No. 660 to Toronto, departing about one hour late.

--On February 17 a heavy accumulation of snow and ice caused the roof and a portion of the front wall of CN's roundhouse at Stratford to collapse. There were no locomotives in the shop at the time as it had been closed since November. It is expected that the building will be demolished in the near future.

--Toronto-Sarnia Train 411 was forced to set out its leading unit, GP40-2w 9580, at Stratford on February 16, after the number three traction motor in the wide-cab GMD failed and skidded the wheels, resulting in the London auxiliary being ordered to Stratford on February 17 to lift engine 9580 while CN shopmen removed the damaged rear truck and replaced it with a

temporary wheel set. The 9580 was forwarded to London with the auxiliary for final repairs later the same afternoon.

--London-Goderich-Stratford-London Train 511 departed Stratford on February 25 with GP9's 4590, 4502, 4401, 4536, 4560, 4512 and 4508, as well as three cabooses, as power and equipment was being moved between assignments.

--Norfolk and Western Windsor-Buffalo Train No. 90 derailed on February 26 at Nelles Corners, Ontario on CN's Cayuga Subdivision. In all, 14 cars of the 38 car train derailed, damaging 1600 feet of track, and disrupting N&W operations on the line for two days. No cause or damage estimate was released, and there were no injuries in the accident. Twelve of the derailed cars carried new automobiles from the Ford plant in Talbotville, Ontario.

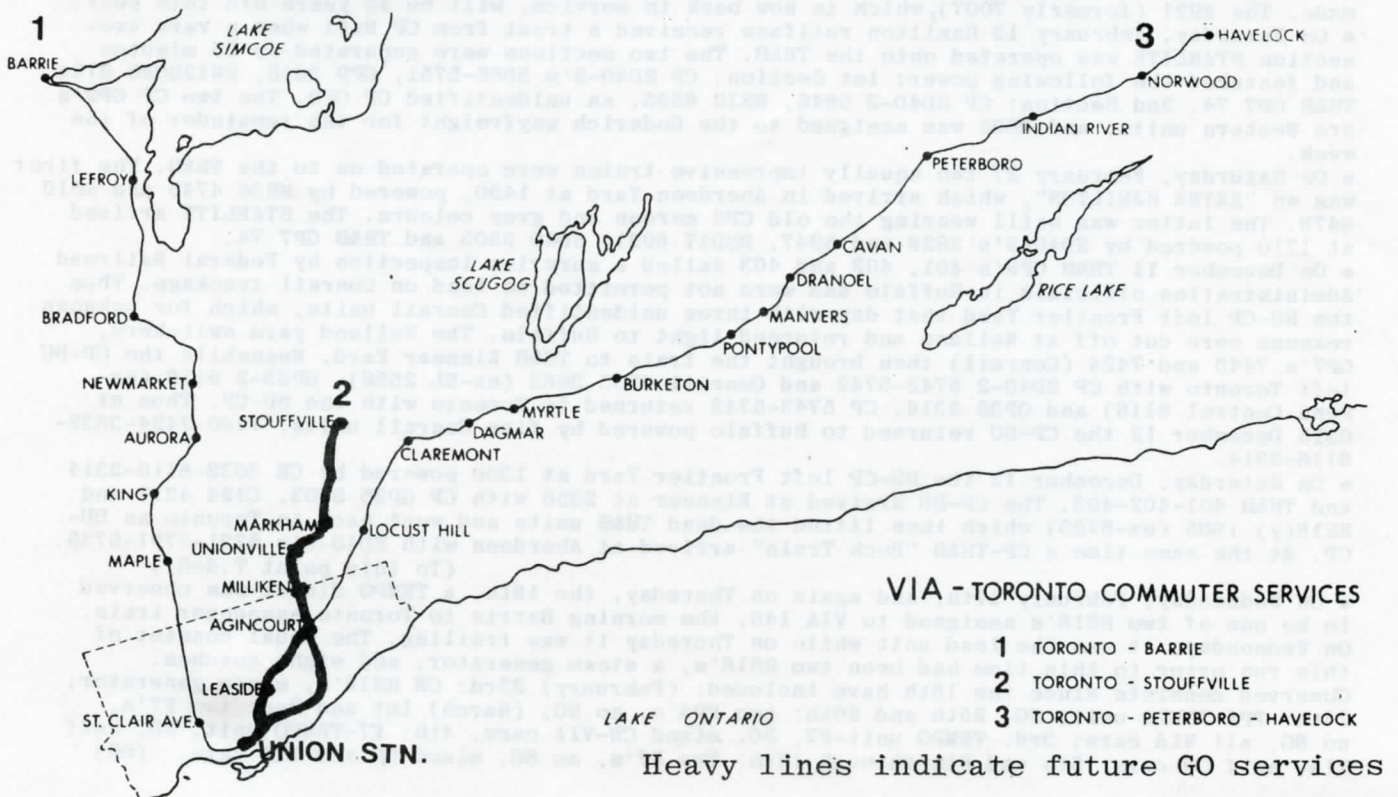
--VIA Rail passengers waiting on the station platform at Stratford, Ontario on March 1 witnessed their train derail as it pulled across Nile Street and it wound up on the platform (literally)! A piece of dragging equipment of the lead unit, CN RS18 3106, caught in a switch, sending the unit heading up station tracks numbers one and two at the same time. Fortunately, No. 668 was already in the process of making its station stop, thus moving at a slow speed, and only one truck wound up on the ground. A CN GP9 was used to power No. 668 on the balance of its run to Toronto, which happened to be about one hour longer than scheduled this night.

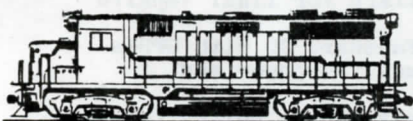
GO TRANSIT NOTES--● GO Transit has placed transfer issuing machines (two) in service at Union Station, in the paid area of the concourse, and inside the new Oakville Station (one). The machines are similar to those in use on the TTC subway system, issuing date and time stamped paper transfers for outbound passengers to use on Oakville Transit buses at Oakville Station under the integrated fare system. The machine at Oakville is for use by passengers originating at stations other than Union. (Is this the only instance of a commuter rail system issuing transfers?)

● The completion on January 20th of the new Oakville Station marks the conclusion of the upgrading program for the Lakeshore line station facilities which commenced in 1976. Oakville handles 8800 passengers daily (only Union and Pickering see numbers in excess of this) and has 1340 parking spaces as well as two bus loops (one for GO Transit and the other for Oakville Transit). The station structure is one of 3400 square feet, constructed of glass, steel and brick, heated and air conditioned, and is connected by tunnel directly to the train platform. It is planned to install more parking on the south side of the tracks, raising the total spaces at Oakville to between 1500 and 1600.

--Items from "GO News"

● Ontario Premier William Davis announced on March 9th a limited takeover of the VIA Rail Toronto area commuter services on what he called an "interim" basis. Two new GO Transit rail services (GO Trains 5 and 6?) will be established, one to Stouffville via the CN Kingston and Uxbridge Subdivisions as a direct replacement of the "Stouffville Streak" RDC runs, and the other serving Leaside and Agincourt, as a replacement of the inner end of the present Peterborough-Havelock RDC service on CP Rail trackage. The Barrie service will not be taken over (GO Transit now operates bus service on a limited scale between Toronto and Barrie), and September will presumably see the end of the train service, as well as that of service between Agincourt and Havelock, unless Transport Minister Jean-Luc Pepin has a very unlikely change of heart. GO Transit buses will connect Barrie with Stouffville, permitting a bus-rail transfer, while GO buses will feed the Agincourt rail service from an unspecified point to the east. What the Premier meant by using the term "interim" in connection with the new services was not explained.





MOTIVE POWER NEWS

by Tony de Santis and Dave Stalford



●MLW-Bombardier HR412 road nos. 2580-2589, class MR-20d, were delivered in late November. However, the units are reportedly stored in Moncton, N.B. due to major gearbox and traction motor problems. They are slated to return to MLW for major repairs. (Incidentally, the 2500's represent CN's first MLW order since M-420's 2500-2579 were delivered in 1974. Their most obvious identifying feature is the use of conventional MLW radiator shutters, similar to those on CN's 3100's. New mechanical improvements include an improved 251 engine, rated at 2000 h.p.; superior fuel economy; and a micro-limit slip detection system. The story behind the ordering of the 2500's is quite interesting. In 1979 MLW, crippled by a lengthy strike at its plant and under pressure from the NdeM to fill an order, arranged with CN to lease 10 of CN's C-424's, built by MLW between 1964-67, and sublease them to the Mexicans. The units, 3200, 3203, 3204, 3205, 3207, 3215, 3219, 3222, 3226 and 3234, were sent to Mexico. The new 2500's will take their place on CN's roster--Ed.).

●MLW-Bombardier HR616 road numbers 2100-2119 were delivered to CN by February 28th (see separate article in this issue). The units feature a 2500 type wide cab but with a full cowl carbody feature (i.e., like a covered wagon) such as that used on EMD FP45's. The "B" or rear end has a striking similarity to that of the GMD F40PH.

●HR616's 2100 and 2101 may have been the first of the new class into Toronto's MacMillan Yard when they powered Train 397 into the city on March 10; a dynamometer car was also in the consist. The units worked their way back east to Montreal on the same day when they went out with Train 251. The units have since been spotted on the Halton and Dundas Subs.

●The GP9 rebuild program has reached No. 4009. On February 15 VIA Train 73 was powered by 4006.

●Train 431 was powered on December 13 by units 9428-9577-9196-9195-4560-4565 (GP40-2w, F7B (u) and GP9 respectively).

●On December 12 Train 722 (Oshwego-Sarnia Tank Train) arrived in Hamilton at 2325 on its way east. The 722 was powered by GP40-2w's 9597-9589-9639. The power returned west to Sarnia the next day on Train 387.

●CN F7B(u)'s 9190, 9191, 9192 and 9194 are assigned to Senneterre, Quebec, while 9195, 9196 and 9198 are assigned to Fort Erie. The 9197 and 9199 are stored unserviceable at Transcona (Winnipeg).

●November 28 saw Train 434 powered by GP9(u) 4000, F7B(u) 9196-9198, and GP9 4527.

●On December 15 CN unit train 729 made a rare appearance when it arrived in Hamilton yard, heading westbound, at 2150. The 729 is a unit grain train which runs from New York City to Chicago over Conrail-CN-GTW rails.



● Rebuilt GP9's 1500-1503 and 1516-1519 are being used as hump power at Toronto Yard. The locomotives, which operate in three-unit sets, have been regeared for slow speed hump service. The Geeps have displaced SW9's 7400-7405, which are now in general switching duty in the yard. Meanwhile,

railfans lamented the mid-winter absence of RSD17 8921, the famous "Empress of Agincourt," from its regular transfer assignment. The unit was out of service at the yard, reportedly awaiting the arrival of parts from Montreal so that comparatively minor repairs could be made. The 8921 (formerly 7007), which is now back in service, will be 25 years old this year.

● On Saturday, February 13 Hamilton railfans received a treat from CP Rail when a rare two-section STARLITE was operated onto the TH&B. The two sections were separated by 25 minutes and featured the following power: 1st Section: CP SD40-2's 5965-5751, GP9 8635, SW1200RS 8124, TH&B GP7 74. 2nd Section: CP SD40-2 5946, RS10 8595, an unidentified CP GP9. The two CP GP9's are Western units, and 8635 was assigned to the Goderich wayfreight for the remainder of the week.

● On Saturday, February 27 two equally impressive trains were operated on to the TH&B. The first was an "EXTRA HAMILTON", which arrived in Aberdeen Yard at 1450, powered by M636 4743 and RS10 8478. The latter was still wearing the old CPR maroon and grey colours. The STARLITE arrived at 1710 powered by SD40-2's 5928 and 5947, RSD17 8921, SD40 5505 and TH&B GP7 74.

● On December 11 TH&B GP9's 401, 402 and 403 failed a surprise inspection by Federal Railroad Administration officials in Buffalo and were not permitted to lead on Conrail trackage. Thus the BU-CP left Frontier Yard that day with three unidentified Conrail units; which for unknown reasons were cut off at Welland and returned light to Buffalo. The Welland yard switchers, GP7's 7440 and 7424 (Conrail) then brought the train to TH&B Kinneer Yard. Meanwhile the CP-BU left Toronto with CP SD40-2 5743-5742 and Conrail GP35 3662 (ex-EL 2556), GP38-2 8116 (ex-Penn Central 8116) and GP35 2314. CP 5743-5742 returned to Toronto with the BU-CP. Thus at 0315 December 12 the CP-BU returned to Buffalo powered by five Conrail units, 7440-7424-3632-8116-2314.

● On Saturday, December 12 the BU-CP left Frontier Yard at 1300 powered by CR 3632-8116-2314 and TH&B 401-402-403. The CP-BU arrived at Kinneer at 2356 with CP GP35 5003, C424 4212 and RS18(y) 1805 (ex-8755) which then lifted the dead TH&B units and went back to Toronto as BU-CP. At the same time a CP-TH&B "Rock Train" arrived at Aberdeen with SD40-2's 5731-5791-5735.

(To this point T.deS.)

● On Wednesday, February 17th, and again on Thursday, the 18th, a TEMPO diesel was observed to be one of two RS18's assigned to VIA 146, the morning Barrie to Toronto passenger train. On Wednesday, it was the lead unit while on Thursday it was trailing. The usual consist of this run prior to this time had been two RS18's, a steam generator, and eight coaches. Observed consists since the 18th have included: (February) 23rd: CN RS18's, steam generator; 24th: FPA-TEMPO unit, SG; 25th and 26th: two FPA's, no SG; (March) 1st and 2nd: two F7's, no SG, all VIA cars; 3rd: TEMPO unit-F7, SG, mixed CN-VIA cars, 4th: F7-TEMPO unit, SG, half VIA, half CN cars; 5th and 8th through 12th: Two F7's, no SG, mixed CN and VIA cars. (DS)

- The White Pass and Yukon Railway has ordered four diesel locomotives from Bombardier Inc. at a cost of \$4,500,000. The units, to be numbered 111-114, will be Class DL535E, 1200 hp. Delivery is scheduled for May, 1982.

VANCOUVER: ALRT UNDER FIRE; OTHER NOTES

Surrey Alderman Robert Bose, Chairman of the Greater Vancouver Regional District Transit Committee, has threatened to call a public inquiry into the deal between the B.C. and Ontario governments in connection with the planned Vancouver ICTS (ALRT) rapid transit project. He is particularly irked by the total removal by the Province of decision making power in the matter from the Regional Government and the people. Alderman Bose stated further that he is upset by what he has learned from remarks allegedly made by Thomas Parkinson, Assistant Project Manager of the Urban Transit Authority, in addressing the Institute of Electrical and Electronic Engineers in Vancouver. Mr. Parkinson has claimed that the planned ALRT system would top \$700 million in cost and that he is skeptical as to the UTDC technology being the proper choice for a rapid transit system for Vancouver. He was particularly critical of the linear induction motor, which is claimed to become very hot in service and unduly susceptible to being affected by the elements in its exposed position as well as to accumulated dirt.

Mr. Parkinson revealed that the UTA-UTDC deal includes a \$50 million guarantee whereunder the Ontario company would replace the LIM motors with conventional rotary motors in the event of the former being found impractical for continued use. He also opined that right-of-way acquisition would result in a cost overrun of \$30 million over the contract price, and that ICTS will use 30% more energy to do the same job as conventional LRT. Further, he predicted that the Vancouver ALRT system would attract only a small number of present motorists, whose places on the road would quickly be filled by other drivers. In a later press interview Mr. Parkinson did give ALRT some points by claiming that the system would be easy to maintain, and that it would require a smaller buffer zone because of its quiet operation (there does not appear to have been much said about buffer zones in Edmonton and Calgary--Ed.).

Meanwhile, Kirk Foley, UTDC President, denied that the contract includes any guarantee respecting the substitution of rotary motors, although he allowed that UTDC has developed a rotary motor for ICTS application. And finally, as in Hamilton, a citizens' group is beginning to have its say. A. Des Turner, Chairman of the Citizens for Rapid Transit, a Vancouver organization, has told the press that the group feels that the ALRT system will have insufficient capacity and will be inappropriate to the future transit needs of B.C.'s Lower Mainland. He points out that Vancouver will be paying twice as much per vehicle as Calgary and Edmonton have paid for their DuWag U2 LRT cars, and that "the system will carry only half as many passengers." He states that conventional LRT would be more flexible.

Despite the continuing controversy, construction on the 13-mile Vancouver-New Westminster line is expected to commence in May.

- The GVRD Board has agreed in principle to a property tax on non-residential property to help finance public transit. The proposed tax would apply only to commercial and industrial property and not to residential property or machinery or equipment.

The Board's action to endorse the idea of a non-residential property tax for transit followed a request that it do so from the B.C. Chamber of Commerce and the Canadian Manufacturers' Association (B.C. Division). The organizations argued that the existing system for raising funds from commercial and industrial properties to help cover transit losses is unfair. Under the present system these properties pay a surcharge of 5% on their monthly hydro bill, with a maximum levy of \$2,000.

The CMA and the Chamber of Commerce said the system is inequitable because many small businesses and manufacturing plants are heavy users of electricity and therefore pay a disproportionate amount of tax. There is no intention at this time to change the method for raising transit funds from residential properties, which is a flat, monthly levy applied to hydro bills. The present rate is \$1.16 per month or \$2.32 on a bi-monthly hydro billing.

Under Provincial legislation the GVRD is required to pay a portion of the regional transit deficit. In the current fiscal year the GVRD's share will be about \$22 million.

--GVRD Newsletter, via Peter F. Oehm



news

SCARBOROUGH ICTS LINE--October, 1984 is now the announced target date for opening of the Scarborough line, connecting Kennedy Station and the Scarborough Town Centre. Little physical progress has been made since the June, 1981 decision to ditch the previous LRT proposal, following which TTC Engineering staff have set about the task of superimposing ICTS on an alignment, and a partially prepared right-of-way, where street cars were to have

operated. Work now scheduled for 1982-83 includes the following:

- Construction of a tunnel section under the CN Uxbridge Subdivision north of Ellesmere Avenue by Robert McAlpine Ltd., this work is now underway, with a shoofly having been completed on the railway line at Mile 56.9;
- Grading and surface level concrete roadbed construction along the west side of the Uxbridge Sub. between Eglinton and Ellesmere Avenues; tenders have been called for this contract;
- Elevated guideway construction from Midland Station to McCowan Station (exclusive of the stations); tenders are to be called for this section in May;
- Car storage yard and shop facilities east of McCowan Station, north of Ellesmere Avenue; tenders are to be called in August;

--Alterations to Kennedy Station to accommodate ICTS, including raising the roof already constructed over the previously intended LRT platforms; tenders are to be called in September;
 --Midland, McCowan and Town Centre Stations, tenders to be called in December;
 --Lawrence and Ellesmere Stations, tenders to be called in February, 1983.

Kennedy, Midland, Town Centre and McCowan Stations are or are to be elevated structures, while Lawrence and Ellesmere Stations will be at grade. Ten potential elevated guideway designs for the east-west portion of the line north of Ellesmere Avenue have been studied by TTC staff; the design which has been selected uses two parallel precast concrete beams supporting a horizontal concrete slab on the bottom side of the beams. This design has been favoured as precast concrete requires less on-site construction time, while the beams act as parapet walls shielding wheel noise and keeping the elevation of the track above the ground at a minimum, reducing stairway/elevator lengths at stations.

While tenders are being prepared and contracts awarded, citizen unrest has suddenly hit the Scarborough project. An amalgamation of 25 residents' associations in the Borough of Scarborough, alarmed at the report of the LIM "explosion" at Kingston, voted on March 18 to express its concern about the ICTS to Mayor Gus Harris, consistent opponent of the use of the technology. Meanwhile, Controller Brian Harrison, one of the chief henchmen behind the June 1981 technology switch, now freely and publicly admits that he is worried about the apparent lack of perfection of ICTS as revealed in recent newspaper articles and reports, and fears that target dates for the Scarborough line will not be met. Alderman Frank Faubert says that his concern revolves about the fact that Borough citizens cannot find out "any of the normal things that you would want to know about a rapid transit system" and that "the longer you look at (ICTS) the more questions are raised, and the more that questions are raised, the fewer answers there are."

--Note re shoofly construction from Denis A. Taylor

MORE ITEMS

- The last Cleveland Pullman (All class) PCC car, 4673, operated in the A.M. rush on February 12th on Route 503 (Kingston Road Tripper) on Run 62, then changed over to Route 501 (Queen) on Run 33, ran all night and then went into Russell Carhouse at 5:23 a.m. on Saturday the 13th. This operation concluded the use of this 50-car series on TTC rails. The 4673 was officially withdrawn from service following

an inspection on February 15th. As of late February Class A9 (Cincinnati) PCC 4558 was the last of its class still operative on the system.

- The test period for the audio-visual stop annunciator systems on subway cars 5429 and 5430 (see February issue, P. 15) will extend over six months, operating southbound only on the Yonge line between Davisville and Wellesley Stations. Implementation on a systemwide basis will be dependent on the test results. The signs in the cars use light-emitting diodes; the electronic detection equipment (using transponders placed between the rails) was manufactured by General Railway Signal Co.

- The 10-acre industrial property lying adjacent to the west boundary of Hillcrest Shops has been purchased by the TTC from Union Carbide Co. Most of the buildings on the site are to be demolished and a consultant is to be engaged to prepare a master plan for development of the property. How the use of the site will relate to the present Hillcrest layout is not as yet known.

- Work is well underway on renovations to the TTC's Davisville subway station. The Chaplin Crescent entrance has been closed off while excavation is carried out for the enlarged mezzanine. At track level, a space about 15 feet in length has been opened up in the trackbed between the northbound and southbound tracks for the supports for the mezzanine, which will be built northward over the tracks as an extension of the existing covered walkway. And, on the southbound platform, crews are at work behind a wooden enclosure, excavating the area where one of the new escalators is to be installed.

PITTSBURG, SHAWMUT AND NORTHERN RAILROAD



On Sunday, May 24, 1981 a small group of people met at the Allegany County Fairgrounds at Angelica, N.Y. (south-east of Arcade) to view displays and exhibits, including many photographs, of the Pittsburgh (sic), Shawmut and Northern Railroad. This was the birth of the Pittsburgh, Shawmut and Northern Railroad Company Historical Association, a non-profit association chartered in New York State

under the New York State Education Department and consisting of persons having an interest in the Shawmut Railroad. Future plans call for the establishment of a museum at Angelica. In December the Association purchased a Shawmut passenger coach, No. 278, the last coach of the railroad still in existence. The coach will be restored as nearly as possible to original condition and will be a permanent display at the Allegany County Fairgrounds.

The coal hauling PS&N ("Pretty Slow and Noisy") had become a freight only line by 1940, the year in which the accompanying station listing and map appeared in the Official Guide. The main line extended in an alignment which, extended, would have connected Pittsburgh and Rochester, although neither of these cities was reached; the main line actually extended from Wayland, N.Y. (connection with the DL&W) to Brockway, Pa. (connection with the B&O), a distance of 154 miles. Branch lines in both New York State and Pennsylvania raised the total line mileage to 191.

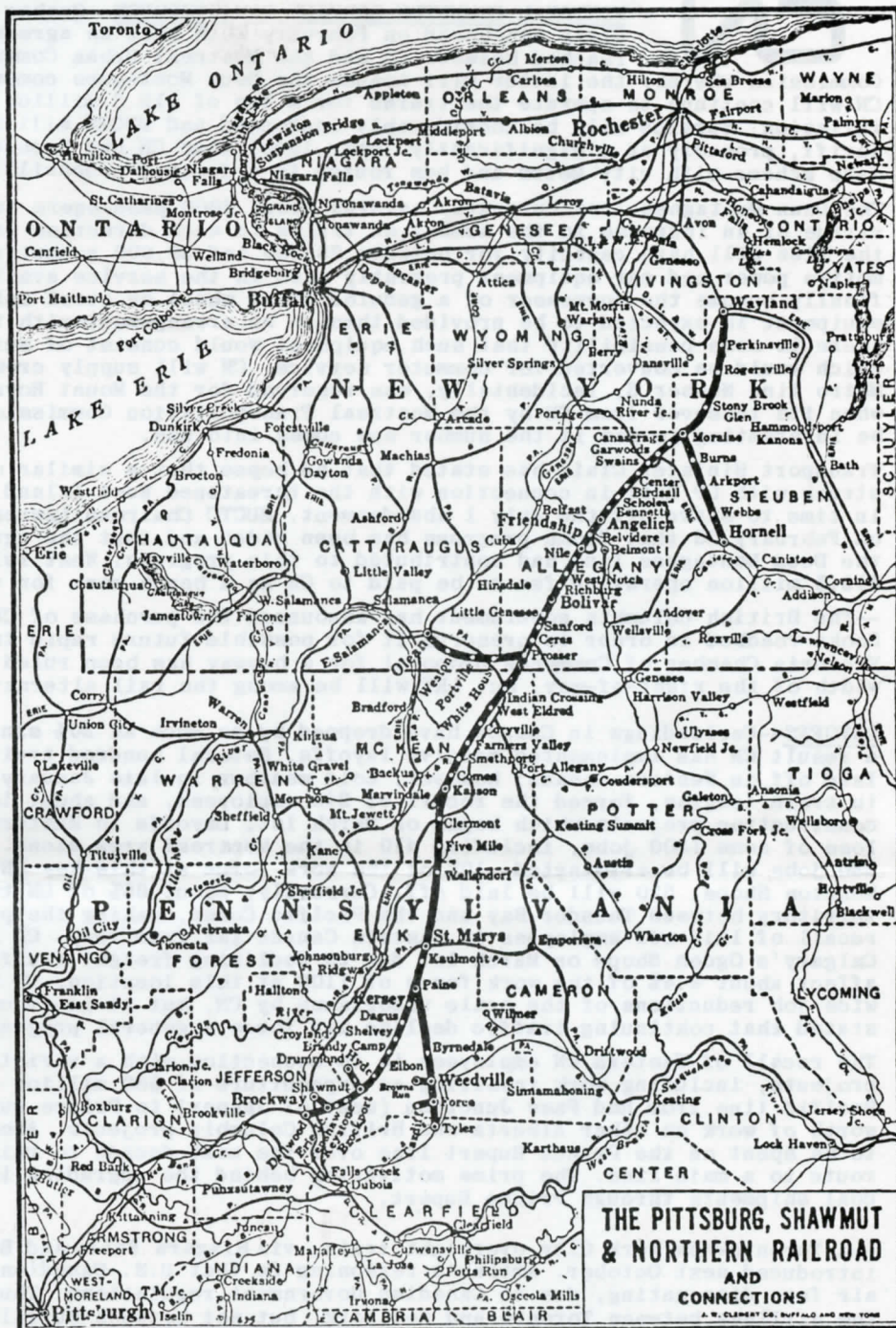
The PS&N was abandoned in its entirety in 1947, but there is still much interest in the railroad in 1982. The PS&NRCHA has well over 100 members in about 10 states and Canada. Memberships are available at \$5 per year (U.S. funds), including periodically issued bulletins and newsletters, from William L. Reddy, Vice-President and Historian, Pittsburgh, Shawmut and Northern Railroad Co. Historical Assn., 2900 Syler Road, Varysburg, N.Y., U.S.A. 14167.

The Association will operate a flea market at Angelica on Sunday, June 6, and will display its car at the Allegany County Fairgrounds during the County Fair.

Ms	March, 1938
0	Wayland ¹
2	Perkinsville
5	Rogersville
6	Stony Brook Glen
11	Moraine
15	Arkport
18	Webbs
20	Hornell ²
14	Canaseraga
16	Garwoods
18	Swains
26	Birdsall
31	Bennetts
34	County House
36	Angelica
41	Belvidere
49	Friendship ²
49	Nile
57	Richburg
59	Bolivar
62	Little Genesee
66	Ceres
68	Prosser
71	Fortville-White House
77	Olean ³
76	West Eldred
81	Coryville
84	Farmers Valley
89	Smethport
95	Kasson
96	Marvindale
102	Clermont
108	Wellendorf
126	St. Marys ⁴
127	Kaulmont
133	Gillen
134	Paine
142	Weedville
144	Force
146	Tyler
135	Kersey
137	Dagus
139	Shelvey
144	Brandy Camp
146	Elbon
147	Hyde ²
150	Brockport
153	Drummond
151	Keystone
152	Crenshaw
153	Erie Junction ⁵
154	Brockway ⁴

Freight Service only.

Freight Service only.



CONNECTIONS.

¹ With Delaware, Lackawanna & Western R.R.² With Erie R.R.³ With Pennsylvania R.R.⁴ With Baltimore & Ohio R.R.⁵ With Pittsburgh & Shawmut R.R.

--It has recently been reported in the Toronto press that CP Rail is considering demolishing its station at Streetsville, Ontario. The brick structure, just west of Metropolitan Toronto, is on the Galt Subdivision, on the railway's Toronto-Windsor main line. Giving support to the demolition threat is the observation that the station's order board has been removed within the past few weeks. Reportedly an historical society in Mississauga is making efforts to preserve the station. Given CP's uncooperative record in this regard of late (e.g., Pembroke and Arnprior stations, which were torn down despite local interest in preserving them), the future for Streetsville station would appear to be dim indeed. Get your photos now! (We would pass on the same advice for the CPR West Toronto station).

--The CP Rail Drummondville, Quebec station has been torn down. The building was a solidly constructed brick and stone structure of typical CPR design. It is reported that a similar fate may await the CN station at Drummondville, on the railway's Montreal-Quebec City line. Evidently the facility is considerably larger than necessary for present day requirements.

--Lee Labrecque



MONTREAL COMMUTER SERVICE BREAKTHROUGH--Quebec Transport Minister Michel Clair announced on February 25th that an agreement in principle has been reached between CN and the Montreal Urban Community Transportation Commission whereby the latter will assume the Deux Montagnes commuter service on July 1st. CN will continue to operate the trains for a fee of \$12.5 million yearly, adjusted for inflation. Service will be considerably increased and MUCTC will institute a new fare tariff, probably at a significantly lower level than CN had been charging. An integrated fare scheme with city Metro and bus routes is a further probability.

The Deux Montagnes line currently handles about 4000 passengers daily in each direction. By virtue of an increase in the number of trains in each direction from the present 18 to 28, the line will have capacity for between 25,000 and 30,000 commuters on weekdays. CN will make motive power and car equipment presently used in the service available to MUCTC which will finally become the possessor of a genuine steel wheel on steel rail operation. Additional equipment is expected to be provided through an arrangement with the Quebec government; there is some possibility that such equipment would consist of surplus VIA Rail equipment which would be converted for commuter service. CN will supply crews (as on GO Transit). Metro line Number 3, incidentally, was reserved for the Mount Royal Tunnel line in the 1960's when its takeover from CN by the Montreal Transportation Commission seemed imminent. It will be interesting to see if the number now comes into use.

Transport Minister Clair has stated that he hopes that a similar operating agreement can be struck with CP Rail in connection with the threatened West Island (Rigaud-Vaudreuil) service in time to stave off the July 1 abandonment. MUCTC Chairman Lawrence Hanigan told the press on February 26 that "some progress has been made" and that the agreement reached with CN on the Deux Montagnes line had contributed to this progress. West Island politicians see the \$12.5 million operating fee to be paid to CN as a bench mark for the CP Rail negotiations.

--The British Columbia government has announced the purchase of CN's abandoned Victoria-Sooke roadbed in order to preserve it for possible future rapid transit use. A Greater Victoria Chamber of Commerce proposal for a busway has been ruled out because of the narrow width of the right-of-way, but LRT will be among the rail alternatives to be considered.

LAYOFFS--Carloadings in Canada have dropped by as much as 30% since the end of 1981, and as a result CN has implemented massive layoffs. Several hundred train crew personnel have been laid off in Western Canada; however, cold weather in late January, necessitating a reduction in train lengths, forced the recall of 240 employees, and about 1000 are being engaged for construction projects which began on March 1st. Layoffs in Eastern Canada will result in the loss of some 1800 jobs, including 410 in the Montreal area alone. At Point St. Charles Shop, 280 jobs will be eliminated, 10% of the work force at this key CN facility. At Transcona and Moncton Shops, 520 will be laid off. Currently, about 65% of CN traffic is carried in the territory between Thunder Bay and the Pacific Coast, making the prospects for extensive recall of laid off employees in Eastern Canada far from rosy. CP Rail laid off 49 workers at Calgary's Ogden Shops on March 1st due to declining freight traffic. The indefinite layoffs affect about 4.4% of the work force of 1100 at this location. CP has not announced system-wide job reductions of the scale undertaken by CN, but at least one Western official has stated that continuing traffic decline may force a general program of layoffs in the future.

The recall of Western CN employees is in connection with a variety of track expansion projects, including work involving an expenditure of \$60 million on the former Grand Trunk Pacific line from Red Pass Junction (west of Jasper) to Prince Rupert, plus \$210 millions' worth of work on other Alberta and British Columbia projects. About \$700 million is expected to be spent on the Prince Rupert line over the next decade to raise it from a secondary route to a main line. The prime motivation behind the upgrading is the anticipated growth in coal shipments through Prince Rupert.

--A Toronto-New York City overnight train, via Niagara Falls and Buffalo, will reportedly be introduced next October. Amtrak's reasoning is that U.S.-Canadian routes are not subject to air fare discounting, due to Canadian Government regulations. Thus, Amtrak can easily undersell the airlines between Toronto and New York, but not between Buffalo and New York. There is also a possibility for through Toronto-Chicago service, via the CN to Sarnia, thence through the St. Clair River Tunnel to Port Huron, Michigan, and via the Grand Trunk Western main line to Chicago. Through service between the two metropolises has been absent since the inception of Amtrak operation on May 1, 1971, although Amtrak does operate Port Huron-Chicago and Detroit-Chicago trains. The determined rail traveller can make his way across the border by bus or taxi. Until April 30, 1971, CN-GTW operated the Toronto-Chicago MAPLE LEAF, travelling via Sarnia and Port Huron on a daytime schedule, with dining and lounge service. A connecting train from Detroit met the MAPLE LEAF at Durand, Michigan. An overnight train with sleepers, the INTERNATIONAL LIMITED, had operated until the fall timetable change in October, 1970. Whether or not the revived service will be on a daytime or overnight timetable is not clear at present. It is also to be hoped that, at some point in the near future, Toronto--Chicago or Detroit-Chicago service via the Conrail tunnel connecting Detroit and Windsor could be reinstated to tap the huge Detroit metropolitan area market.

--Based on information from George H. Forman

--CP Rail Baldwin yard switcher 7070 continues to lead a charmed life. The unit has been repaired at the railway's Drake Street roundhouse in Vancouver and returned to service on the Esquimalt and Nanaimo. Meanwhile, on the eastern front, the railway has been ordered by the CTC to sell RDC's 9300, 9303, 9305 and 9307 to VIA following the demise of the Montreal-St. Therese and Montreal-Farnham commuter trains.

STEAM IN 1982

--White Pass and Yukon Ry. 2-8-2 No. 73 (Baldwin, 1947) is ready to roll again over the WP&Y after being overhauled for excursion service. The narrow gauge steamer, retired from service circa 1963, had been on display at a siding at Bennett, B.C., in company with a rotary snow plow.

No. 73 will operate a series of limited capacity parlour car trips, one way, between Whitehorse and Skagway, the end terminals of the 110 mile line. The trips will run June 7, July 5, August 1, and August 30. Skagway-Whitehorse trips will be operated on June 21, July 19, August 16, and September 22. Fare: \$120 (U.S.), advance reservations required. Space is limited to 80 passengers. Railfans would probably find the Skagway-Whitehorse trips most satisfying to ride and/or chase (via the new parallel highway) as the engine will be working upgrade. The WP&Y people have indicated that additional charter trains may be operated for groups. For more information write or call WP&Y Corp., Box 2147, Seattle, Wa. 98111, U.S.A., phone (206) 623-2510.

Although the Land of the Midnight Sun is a fair distance from Ontario, the thought of riding behind and photographing a handsome, modern narrow gauge Mikado in its original territory is distinctly appealing. Who'll be the first UCRS member to write up his trip for the Newsletter?

NORTH BAY RAIL CENTENNIAL--The City of North Bay, Ontario intends to celebrate "100 Years of Rail" with a series of special events planned for the week of August 9th to August 16th, 1982. The following is a list of the events:

1. Friday, August 6th--Retired Railroaders' Reunion at Pinewood Park Motor Inn.
2. Beginning Monday, August 9th, daily steam excursions with CPR G5a Pacific 1201 from North Bay to South River on CN trackage.
3. Shuttle service with the "Northlander" from North Bay to Feronia.

These trips will be scheduled as follows:

Steam Excursions Powered By the 1201 -- Leave North Bay CN station at 1330 hours, arrive South River 1500 hours. Ample time allowed enroute for one runpast each way. The train will wye at South River and return leaving at 1600 hours, and will arrive back in North Bay at approximately 1800 hours. Fares will be: Adults, \$20 return, Senior Citizens, 10% off, Children, 12 and under, \$10.

"Northlander" Shuttle -- Scheduled every two hours at 11:00 a.m., 1:00 p.m. and 3:00 p.m.

4. Daily Lake Nipissing cruise on the Chief Commanda II.
5. Daily model railroad show at City Hall from 8:30 a.m. to 4:30 p.m.

In addition to these special events, various entertainers will be in North Bay, but plans for this have yet to be finalized. --Bob McIntyre, Rail Co-Ordinator, "100 Years of Rail" Committee



Edmonton Transit

Edmonton Transit's new General Motors-Brown Boveri trolley coaches have been working out quite well in revenue service with their smooth ride and easy handling, drawing praise from both the travelling public and ETS operators. The new vehicles have seen operation on Routes 3, 9, and 41/42.

Additional body units are arriving in Edmonton from the GM plant in Ste. Eustache, Quebec for local final assembly, by the firm of Bennet and Emmott Ltd. Apart from the trolley poles and related roof apparatus, these coaches appear similar to GM diesel buses in the ETS fleet. Rear doors are the ETS standard (since the early '70s) double stream arrangement, each door being of the double-leaf butterfly type, power activated by the operator, and spring closed. Standee windows, missing from all ETS double-exit GM's, have returned. Interior seating is a two plus one arrangement ahead of the rear doors; in ETS's fleet only six Can Car T48a trolley coaches (retired in 1978) had this feature. The vinyl seats are orange.

Meanwhile, Edmonton Power crews are stringing additional overhead in the city centre to permit detours around two major construction projects, allowing trolley coaches to return to Routes 1, 4, 5 and 6. Additional overhead is to be completed in late spring for the extension of Route 3 service to Jasper Place Centre, replacing Route 98 (a diesel bus line) on 118th Avenue and 156th Street via the new Mitchell Transit Garage. Renovations are progressing at Westwood Transit Garage, home of the existing trolley coach fleet (37 Flyer E-800's), to allow storage and most maintenance of the new coaches to be performed there.

Unfortunately, ETS operators went out on strike on February 15, seeking a 35% wage hike. A concession ETS wants from the union is an agreement to hire part time operators.

--The British Columbia Railway introduced special reduced passenger fares for the period January 4 to March 30 inclusive. The fares applied on trips between North Vancouver to Exeter (\$20), Williams Lake (\$22), Quesnel (\$26) and Prince George (\$30). All are one way fares. The purpose of the reductions was to encourage traffic during this normally slow travel period. BCOR carloadings, totalling 7280 in December, 1981, had declined by more than one third from the 10,971 of December, 1980. This poor showing may be attributed to continuing depressed conditions in the forest industry. The railway's operating performance for the first half of 1981 was the best in its 69-year history, but depressed lumber markets and a forest industry strike drastically reduced BCOR carloadings and, accordingly, revenues over the second half of the year.



NEWS BRIEFS

● Regina Union Station will be rebuilt as an intermodal facility (rail/bus) in a \$10 million joint undertaking between VIA Rail and the Government of Saskatchewan (why are the bus companies not kicking in?--Ed.). The funds will be spent on land purchases, renovations and construction, with \$6.2 million coming from the Province. The station presently serves THE CANADIAN and the new Winnipeg-Regina-Saskatoon train.

--Ron Cooper

● VIA's recently opened office in downtown Ottawa is doing between \$2000 and \$5000 worth of business daily, while the carrier had expected only between \$300 and \$500.

● The VIA-1 First Class service no longer offers breakfast.

● VIA Rail, for some unknown reason, is evidently in no hurry to extend its two daily Calgary-South Edmonton trains into the former CNR (now VIA) station in downtown Edmonton, according to local press reports from Edmonton. The service has been terminating at CP Rail's South Edmonton station, about two miles from downtown, since the early '70's. The trains previously operated to CPR's own downtown station, since demolished. VIA maintains that it would be physically impossible to begin serving the present downtown station within less than a year, even after reaching an agreement with the railway--and it would seem that negotiations are not even underway as yet. Meanwhile, the aging Budd cars used on the line are frequently being replaced by conventional trains due to mechanical failures--in fact a conventional consist is kept at Calgary station virtually all of the time for just this purpose.

● VIA Rail sleeping cars PEACE RIVER, RIVIERE RACQUET, HAY RIVER, RIVERDALE, RIVERLEA, RIVERVIEW AND PEMBINA RIVER were observed stored, evidently out of service, on a siding just west of Bathurst Street, Toronto, on February 20th. An unconfirmed report is that the cars have been withdrawn from service due to deteriorated frames caused by metal fatigue, and will be scrapped.

THE CANADIAN DERAILED IN NORTHERN ONTARIO--Thirty-one of 114 passengers aboard the eastbound CANADIAN were injured when the train was derailed just west of Red Rock, Ont. at 11:40 a.m. on Sunday, January 31st. The location, known as Sprucewood siding, is approximately 60 miles north-east of Thunder Bay on the CP main line. Nine cars, including two coaches, a lounge car, four sleepers, a diner and the dome-lounge left the track, tearing up a long section of right-of-way. Five cars remained upright, with the last four in the train coming to rest at a 45 degree angle in the ditch on the north side of the track. The south rail of the track was left largely intact and in place, while the train carried the north rail with it into the ditch. Not derailed were the three diesels, a baggage car and one coach, which took those passengers who were not injured to nearby Red Rock, and then continued on its way as a much shortened train with 10 passengers and 14 crew members bound for local destinations such as Schreiber and Terrace Bay.

Although ambulances were dispatched to the scene and their attendants administered first aid to the passengers, an unidentified VIA official ordered the ambulances to proceed to Nipigon to pick up the injured for delivery to Nipigon General Hospital, saying that the latter would be delivered to Nipigon by train. In actuality, two Greyhound buses chartered by VIA and dispatched from Thunder Bay picked up the injured at Red Rock and delivered them to Nipigon; these passengers arrived at the hospital between 3 and 4 p.m. Fortunately, in view of the delay of up to four hours in reaching the hospital, which is only about 12 miles from the wreck site, the majority of the injuries were minor. One of the more serious injuries was to a chef aboard the diner, who suffered a burned hip. The uninjured passengers were taken by bus to Thunder Bay, put up for the night in a hotel, and then flown to their destinations with the cost of accommodation and plane tickets picked up by VIA.

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The line was restored to service over the night of February 1-2, after trains had been detoured by way of CN lines and after the five derailed but upright cars had been put back on the track and removed. Work began on February 2 to reraill the four cars which were in the ditch. The cause of the derailment was not immediately known but separate investigations by CP Rail and the CTC have been undertaken.

--Information from Ed Jordan

LARGE PRIVATE OWNER CAR FLEET--Sultran Ltd., owned by no less than 25 sulphur producing companies in Alberta, operates a fleet of 680 91-ton rotary dump gondola cars built in 1981 by National Steel Car Corp. Both CN and CP are assigned blocks of this equipment, which is finished in black with orange lettering, including the reporting marks SULX. The cars are being used to move export sulphur from Alberta to the west coast.

--At the Roberts Bank Coal Terminal near Vancouver, a \$5 million contract has been awarded by Westshore Terminals to build a rotary car dumper and a pair of two-car stroke train positioners. These will increase unloading capability to 63 cars per hour and increase the annual volume of coal handled from 11 million to 22 million tons. After computer simulations showed that better handling could be achieved with the Sparwood-Roberts Bank coal trains, CP changed the positioning of its motive power within trains. Since late last fall, head-end power has been increased from two to three units, while mid-train power has been cut from three to two units (with a robot car). In addition, CP is experimenting with mid-train units equipped with Locotrol, allowing a head-end Master to control a mid-train Slave, similar to that installed in the British Columbia Railway's M630's and SD40-2's. To date, CP Rail SD40-2's 5714 and 5715 have been thus equipped.

--The Sandhouse



UCRS and other events and activities

by Ed Campbell

Our new President is Charles Randall. He is supported by Chris Spinney as Vice-President. Other positions are George Meek (Entertainment), Irene Shadlock (Corresponding and Recording Secretary), Marge Seidel (Membership Secretary), John Laraway (Archivist and House Committee), Norm English (Publication Sales), Ron Layton (Trip Director), John Thompson (Assistant Newsletter Editor), Jim Walther (Publicity), Mal Marchbank (Car 13), Dave Spaulding (Safety), Grant Kingsland (6213) and Ed Campbell (Society Activities). Let us support our new Directors and other Appointees by turning out to as many meetings as possible. The March Toronto meeting was an example of good attendance.

TREASURER NEEDED: The Society urgently requires the services of a person in the position of Treasurer, to replace Dave Smith who was forced to step down due to business commitments. The person should have some aptitude for figures and bookkeeping. Call UCRS President Charlie Randall at 293-6671.

--Jim Walther wishes to thank all of those members who helped at the Toronto Model Railway Show and at the Society's booth at the Sportsmen's Show.

Friday, April 16--Regular UCRS Toronto meeting at the Education Centre Auditorium, 8 p.m., with the usual informal get-together preceding at 7 p.m. Be sure to bring your latest slides in to share with your fellow members during the newscast. The program will consist of slides of railway electrification in Canada and the U.S., by John Freyseng. In addition, the Third Annual Leaside Loco League slide show will be presented.

Thursday, April 22--The UCRS Sales Outlet will be open from 7:30 p.m. to 9:30 p.m., located at the CN St. Clair Station on the north side of St. Clair Ave. West, Toronto, just west of Caledonia Rd. It is accessible by Route 512 (St. Clair) street cars. If you are driving from the west, the location is on the east side of the second overpass east of Keele St.

Friday, April 23--Regular UCRS Hamilton Chapter meeting at 8 p.m. in the CN station, Hamilton. Members' 35mm slides will be featured; why not bring your own slides to Hamilton and at the same time enjoy a GO train ride directly to the station? There are two trains from Toronto to Hamilton: one leaving at 5:14 p.m. runs non-stop to Oakville, and one leaving at 6:03 p.m. which stops at all stations enroute. Everybody is always welcome at Hamilton.

Saturday, April 24--At London, Ontario: The Forest City Railroad Society's Annual Print and Slide Trade Show, to be held between 1 p.m. and 5 p.m. at All Saints' Anglican Church Parish Hall on Hamilton Road, two blocks east of Adelaide St. (this is in the south-east part of the city).

Friday, May 21--Regular UCRS Toronto meeting in the Auditorium of the Education Centre (6th floor) at College and McCaul Streets. Doors open at 7 p.m. for informal get-together so that meeting can start at 8 p.m. sharp. The program will be a slide presentation about contemporary diesel, steam and electric railway operations in Great Britain, by visiting British Rail Engine Driver Brian Denton.

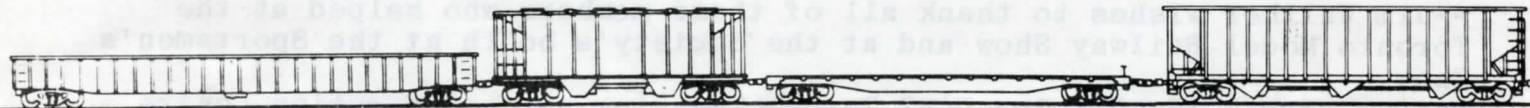
Friday, May 28--Regular UCRS Hamilton Chapter meeting at 8 p.m. in the CN station, Hamilton. Members' 35mm slides will be featured. All members always welcome.

--Skytrain Ltd. Tours and Travel has organized a Swiss Tram and Train Tour from July 5 to July 19, 1982. The itinerary includes excursions on three tramway systems, mainline railways, rack railways, narrow gauge mountain trackage, etc. For information, call (416)690-4922 or write Swiss Tram Tour, 2656 Danforth Ave., Toronto, Ont. M4C 1L7 for brochure with full particulars.

--The Western New York Railway Historical Society will hold its Second Annual Railfans' Day on the Arcade and Attica Railroad on Saturday, May 22nd, featuring a steam powered excursion over the entire line using 1917 Baldwin 4-6-0 No. 14. Also featured will be an A8A GE 44-ton diesel, an open gondola with bench seating, and former DL&W open window coaches. There will be runpasts and other photo stops on the trip, which will leave Arcade station at 10 a.m., returning at about 5 p.m. Fares are Adult \$16, Child (under 12) \$12. Make cheques (U.S. funds) or money orders payable to WNYRHS Inc., Steam Special, P.O. Box 416, Buffalo, N.Y. 14221. Tickets are to be picked up by 30 minutes prior to departure at Arcade station ticket window. Ample parking across the street from the station.

--The future of the car ferry CHIEF WAWATAM (see Newsletter 387) is very uncertain at this time, with talk of either a barge-tug replacement or the complete dropping of the service. The Soo Line has applied for permission to abandon the Trout Lake-St. Ignace (Mich.) line, although this may be a ploy to induce the state to subsidize the whole operation. According to recent reports, traffic is down considerably, although whether this has resulted from the overall state of the economy or from freight rates on that routing no longer being as attractive as formerly is not clear.

--Dale Wilson



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