



Newsletter

INCORPORATED 1952

NUMBER 398

DECEMBER 1982

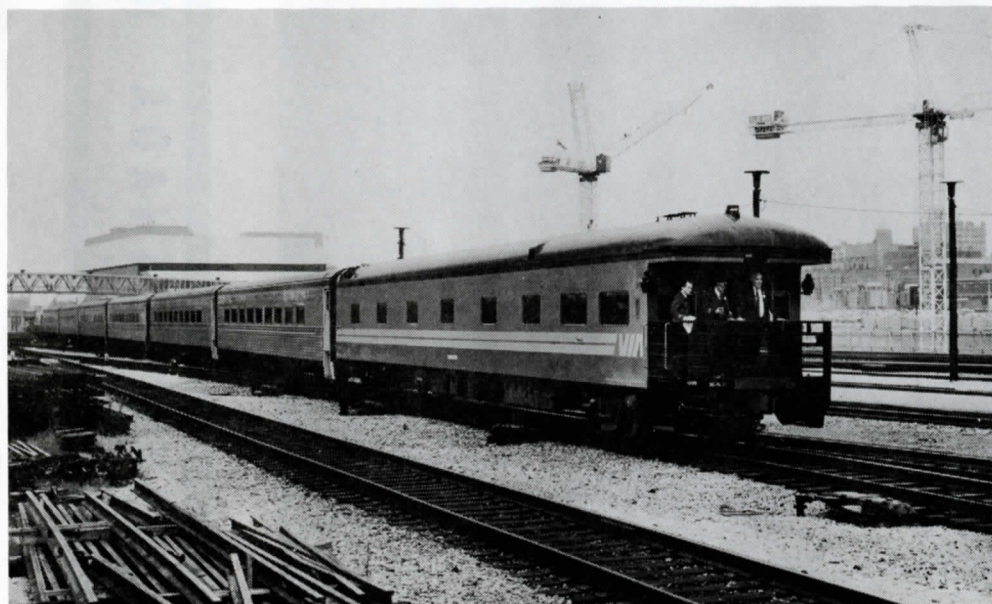


UPPER CANADA RAILWAY SOCIETY
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The body of Hamilton Street Railway 403 is loaded onto a float for the 50-mile move to the Ontario Electric Railway Historical Association museum at Rockwood by Charles Matthews Ltd. Photo taken Oct. 19, 1982 at the Paron Cheese Co. on the south side of Hwy. 20, east of Elfrida. OERHA expects eventually place the body on Curtis D2 trucks from TTC flat motor W-8.

--Photo by J.D. Knowles



The INTERNATIONAL heads westward out of Union Station on its maiden run, with ex-CNR lounge-sleeper Bedford bringing up the markers for the benefit of VIP's aboard. The construction cranes in the background are for the new CN convention centre being built on Front St. --J.D. Thompson photo



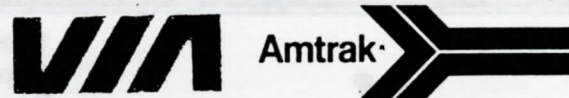
The first westbound INTERNATIONAL is pictured at Toronto Union Station prior to the commencement of the inaugural ceremonies. Yes, they did remember to remove the carpet before the train left! --J.D. Thompson photo



--J.D. Thompson photo

SMASH! VIA President Pierre Franche continues the time-honoured tradition of launching ceremonies by breaking a bottle of champagne across the coupler of LRC locomotive 6901 to officially christen the new train.

the



INTERNATIONAL

inaugurated

Through train service from Toronto to Chicago was restored on October 31 at 1300 with the launching of the INTERNATIONAL, a co-operative venture of VIA Rail Canada Inc. and Amtrak, the U.S. passenger rail service. The official ceremonies began at 12:30 on Track 12 at Toronto Union Station. Pierre Franche, President of VIA Rail Canada, introduced guest speakers from Amtrak and the federal government, following which he made a few remarks on the new service. Just prior to the 1300 departure of the train, he inaugurated the new service by breaking a bottle of Canadian champagne across the front coupler of the train.

During his remarks, Mr. Franche said: "We are particularly pleased to be instituting a service which capitalizes on two existing services, linking them together at opportune times for the travelling public. At a time when medium distance travel is at a peak and when people are exploring closer destinations for business or pleasure reasons, we are excited to be joining hands across the border again as we did a little more than one year ago with the MAPLE LEAF service to New York. The new Chicago service will undoubtedly help to establish a closer unity with our good friends and trading partners in the United States. Now, with two co-operative service, the INTERNATIONAL and the MAPLE LEAF, we are continuing to develop the full potential of rail passenger services, both here and in the United States."

At most of the regular station stops en route to Sarnia, local mayors greeted the officials on board the train and wished the new services well. In Sarnia, a brief commemorative ceremony was held just prior to crossing the border. VIA and Amtrak officials broke bottles of Canadian and American water across the rear of the train. When the train arrived in Port Huron, Michigan, 3.1 miles from Sarnia, it met the eastbound Chicago-Toronto train and both stopped for another ceremony. Following additional welcoming ceremonies in U.S. cities en route to Chicago, the INTERNATIONAL was scheduled to arrive in Chicago at 10:47 p.m.

Data on the new service is summarized in the following:

Finalized Schedule: Westbound, Train 83-365, Mon.-Sat. Lv. Toronto 0810, Lv. Pt. Huron 12:45, Arr. Chicago 18:02. Westbound, Train 85-367, Sun., Lv. Toronto 1300, Lv. Pt. Huron 1730, Arr. Chicago 22:47.

Eastbound, Train 364-88, Daily Lv. Chicago 10:25, Lv. Sarnia 18:30, Arr. Toronto 2150.

The Amtrak portion of the runs represents a rescheduling of the former BLUE WATER LIMITED between Chicago and Port Huron.

Types of equipment: VIA: Tempo equipment with LRC locomotive. Amtrak: Amfleet equipment with F40PH power.

Basic train consists: VIA equipment: One cafe bar lounge (take-out service); 3-4 82-seat coaches. Amtrak equipment: 1 Amdinette (take-out service); 3-4 84-seat coaches. Additional coaches added as required.

Equipment rotation: Each train will travel through from Toronto to Chicago or Chicago to Toronto, with VIA and Amtrak consists departing from Toronto and Chicago on alternate days.

Crews: On-board services crews (from VIA and Amtrak) will work straight through to either destination. Operating railway crews will change at Port Huron.

Customs and Immigration: Handled on arrival in Sarnia (westbound) or Port Huron (eastbound).

Sample Fares: One way Toronto to Chicago: \$80. Round trip Toronto to Chicago: \$160. Round trip excursion rate: \$120. One way London to Chicago: \$65. Round trip excursion: \$97. One way Sarnia to Chicago: \$57. Round trip excursion rate: \$85.

--Most of the foregoing based on VIA Rail Ontario presskit material

NORTH BAY COVETS 1201--The North Bay Nugget reports that G5a Pacific 1201 may return to the city in 1983 for further excursion trips and by 1984 may run from North Bay as a permanent summer-long operating base. Stanley Lawlor, Chairman of 1982's 100 Years of Rail Committee, told the paper that discussion have been held with the National Museum of Science and Technology, 1201's present owner, respecting a one-week return visit next summer and a permanent move the following year. The latter would be prompted in part by the abandonment, apparently scheduled for that year, of CP Rail's Ottawa-Maniwaki line, the present route (as far as Wakefield) for 1201 trips. The seven excursion runs to South River, using the locomotive, during August's 100 Years of Rail celebrations ran at capacity, and Mr. Lawlor believes that this augurs well for future 1201 trips from North Bay. The 1983 plan would involve three or four trips to diverse destinations, such as South River, Englehart and Sudbury. The last named will be celebrating its 100th anniversary of rail service next year. Also under consideration is the sale of 1201 excursions as parts of a package including tickets from Toronto to Cochrane and Moosonee on the ONR's NORTHLANDER and POLAR BEAR EXPRESS.

--Peter F. Oehm



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Upper Canada Railway Society,
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LETTERS

Dear Mr. Westland,

With reference to the September Newsletter, this is a note to say how much I enjoyed reading "TTC Celebrates 90 Years of Electric Streetcars". Articles on Toronto's street railway system are of real interest because so much of the PAST is still PRESENT. The St. Lawrence Hall; King, Jarvis, Yonge and Bloor Streets, Church and Adelaide, are still in existence--I can visualise them all and, most important, the street cars themselves which I always ride as frequently as possible whenever I visit Toronto. --M.B. Evans, Winnipeg

Dear Stuart:

I would like to express my appreciation to the fine Newsletter of October, 1982. I enjoyed the article on the CP Peterboro Line; I had been wondering if an article would be forthcoming on that subject. There is one item that I would like to draw to your attention: On Page 10, the list of last runs shows that 188 arrived at Havelock, on Friday, September 3, "O.T.". We were at the station to see the last Friday train, and it was about 20 minutes late here in Peterboro, and quite a few minutes later in leaving. This was due to all the farewells along the way as well as here. --David Hales, Peterboro, Ont.

Dear Mr. Editor:

This is just a brief note of appreciation for two very interesting issues of the Newsletter--viz; Nos. 396 and 397--although each issue is enjoyable. In Newsletter 396 the article "Peterboro Line Passenger Service" by John A. Maclean was both informative and interesting. The enclosure of the five illustrated pamphlets about TTC passenger vehicles was a real bonus! In Newsletter 396 the "TTC Trilogy" was the first item read, although again the entire contents were of much interest.

Francis N. Gooch,
Smiths Falls, Ont.

--The Anderson Bouchier Gallery, exhibiting the original antique furnishings of one of the pioneer families in the area of Ontario's Georgina Township, opened at the Georgina Village Museum on Saturday, October 9th. The Gallery is located in the baggage room of the CNR Sutton station which is now at the Museum. The Georgina Historical Society has done an excellent job of restoring the station. Some of the exterior woodwork was restored using materials from the Pefferlaw station, obtained as the latter was being demolished. There are several photos in the station, some showing Grand Trunk freight cars on the wharf at Jackson's Point. Canadian National has donated several lengths of 80 lb. rail rolled in 1912 and 1913 along with ties, tie plates and rail joiners, and the Society plans to assemble them in front of the station and hopes to find something in the way of rolling stock to put on them. The track material was obtained from the Sutton spur, lifted last spring. Also on display at the Museum are two waiting shelters from the Toronto and York Radial Railways Metropolitan Division. The Museum is now closed for the season.

--Dave Stalford

--CN has recently retired 15 MS-10 class switchers, as follows: 8173, 8174, 8175, 8181, 8184, 8217, 8218, 8221, 8223, 8226, 8228, 8230, 8235, 8236, 8237. Of these units, 8218, 8221 and 8223 had been assigned to Sarnia, while the remainder had been assigned to MacMillan Yard, Toronto. It will be noted that these units are all additional to those of the same class listed as stored unserviceable in Brian C. Nickle's Notes appearing elsewhere in this issue. --Charles P. Randall

COVER: The drama of the Age of Steam is captured in this view of CNR Mikado 3375 arriving at Pembroke, Ont., in 1957, with a train from North Bay.

--by S. Rosamund

OBSERVATIONS ON

by John D. Thompson

THE INTERNATIONAL

After an absence of over 11 years, through passenger train service between Toronto and Chicago, Illinois was restored with the inauguration of the joint VIA-Amtrak INTERNATIONAL on October 31, 1982, operating via Brantford, London and Sarnia-Port Huron.

This vital link had been broken since April 30, 1971, when Amtrak declined to incorporate the CN-GTW MAPLE LEAF into its operations. The MAPLE LEAF was, like the new train, a daytime operation between the Queen City and the Windy City. However, it operated through Stratford rather than Brantford as does the new train. And, further to muddy the waters, there was an overnight train called the INTERNATIONAL between the two cities, complete with sleeping cars, which made its last run in the fall of 1970.

Today's train bears scant resemblance to its illustrious predecessors, however. In place of conventional CN-GTW equipment and motive power, 1982's INTERNATIONAL alternates each day (or was at least intended to) between an Amtrak F40PH and Amfleet cars, and a VIA LRC locomotive hauling ex-CN Tempo Train coaches. Whereas the 1971 MAPLE LEAF carried a diner, providing proper meal service for such a long journey, the 1982 traveller is offered only a snack car dispensing food of relatively poor quality.

However, VIA did launch the INTERNATIONAL in grand style, with a reception and ribbon cutting ceremony on Toronto Union Station's Track 12 prior to the train's 13:00 departure. The reception was held commencing at 11:30 for the guests (comprising newspaper and television people, members of local railfan clubs, VIA, Amtrak and railway officials and politicians) in three cars which were spotted behind the INTERNATIONAL: lounge car SANS SOUCI, diner 1357, and lounge car BON SOIR. Representing the UCRS were Marg Seidel, Peter Oehm, Art Eyres, George Meek, Tony Rubin, and the writer.

At about 12:40 the dedication ceremony began in front of LRC locomotive 6901, which led six VIA Tempo coaches and ex-CN observation-lounge sleeper BEDFORD. Brief speeches were made, the general theme being that the INTERNATIONAL would serve to strengthen links between Canada and the U.S., in an era of increasing concern for conserving energy. VIA President Pierre Franche broke a bottle of champagne across 6901's front coupler, officially christening the new train.

The red carpet in front of 6901 was rolled up, the highball given, and the INTERNATIONAL was on its way. However, just as the observation car cleared the end of the platform, the train eased to a halt. It was discovered that a minor problem evidently existed with BEDFORD, which was quickly corrected, and the INTERNATIONAL's markers were soon vanishing in the distance.

Although the originally announced intention was to alternate each day between VIA and Amtrak equipment, sightings by UCRS members during the first three weeks of operation revealed a frequent pattern of consistent Amfleet consists behind Amtrak F40PH's, with a couple of Tempo cars occasionally bringing up the rear. This situation is reportedly due to reliability problems with the LRC locomotives, and to the lack of familiarity with these units on the part of Amtrak maintenance personnel. Reportedly VIA has leased a set of Amtrak equipment for a period of 45 days to operate the service. This is a blessing for passengers, as the Tempo coaches have always been notoriously rough riding and noisy, and are totally unsuited to such a long run.

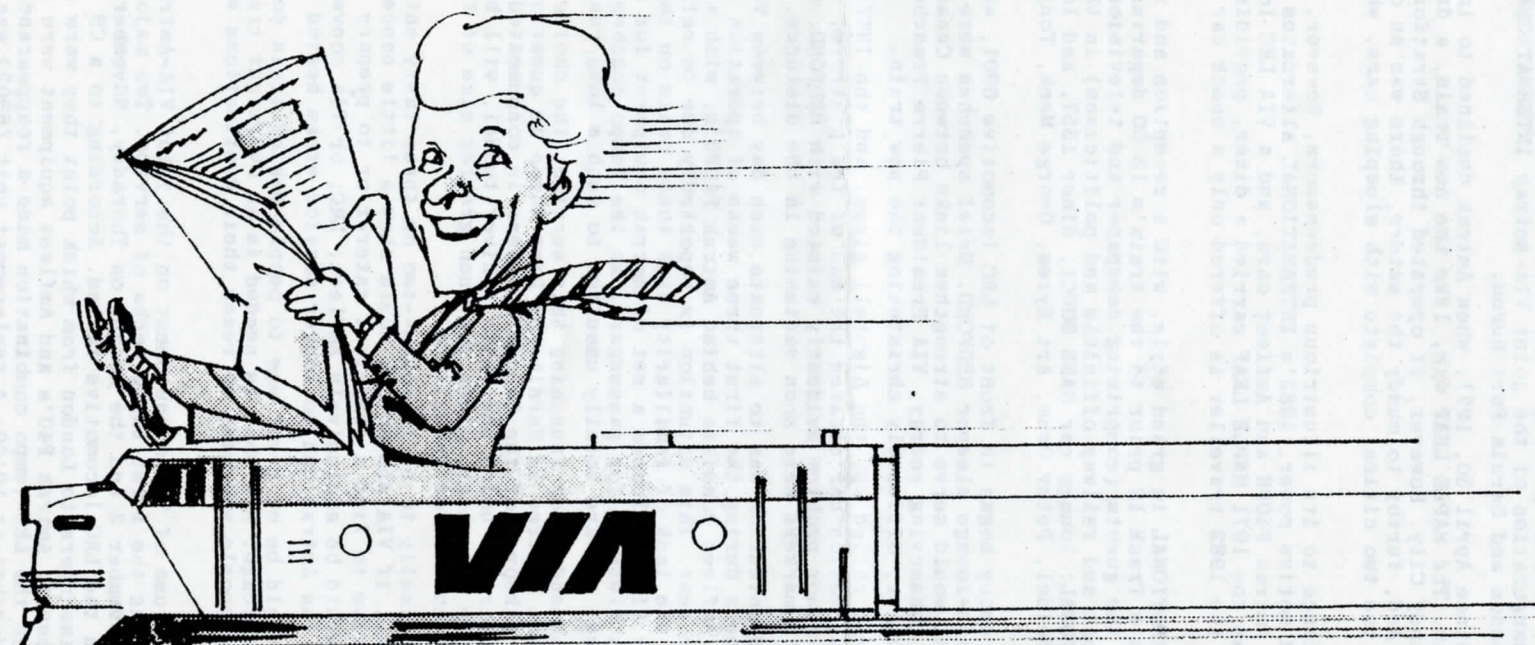
While VIA and Amtrak are to be commended for launching this service, the choice of the CN-GTW route through such minor population centres as Sarnia and Port Huron is questionable. It is to be hoped that, as soon as the CN-CP takeover of the Canada Southern is consummated, a through Toronto-Chicago service via Windsor and Detroit, using the Detroit River tunnel, will be implemented. Such routing would seem to have far more potential, given the much greater size of these cities and their proportionately greater attraction for travellers.

Also, the food service needs drastically to be improved--two or three tasty entrees could be prepared, even in a microwave oven, if VIA and Amtrak would show a little concern for their passengers' palates and would strive to find a competent caterer or to prepare adequate meals themselves. Equipment desirably would be exclusively Amfleet; LRC; or VIA conventional coaches rebuilt to accept head-end power (as Amtrak can no longer service steam heated equipment).

At any rate, the INTERNATIONAL should be of great use to people making train connections for points north, south and west at Chicago. Now what is needed is an overnight train with sleepers, perhaps slumbercoaches, for those people who want to reach their destinations without sacrificing a full day. How about it, VIA?

FURTHER INTERNATIONAL NOTES--VIA's use of Tempo equipment on the joint VIA-Amtrak INTERNATIONAL has been less than successful during the first three weeks of service. Two major breakdowns have occurred, the first on Tuesday, November 2 and the second on Thursday, November 18. The first breakdown happened at Mimico when the LRC locomotive failed. According to a CN trainman, Windsor-bound train No. 73 ferried the passengers to London from which point they were sent by bus to Sarnia and points beyond. As a result, Amtrak F40's and Amfleet equipment were used in both directions until November 12, when the LRC-Tempo combination made a reappearance. On November 18, LRC locomotive 6900 failed at Aldershot at 10:00. A replacement unit (6903) was dispatched from Willowbrook at 13:00 and the train finally left Aldershot at 14:00. The 6903 was returned to Willowbrook behind two Geeps on a Hamilton to Mimico transfer. A derailment at Petrolia Junction on the Strathroy Subdivision also caused one trip to be aborted. It is interesting to note that most of the trips using Amtrak equipment have incurred no operational difficulties, with the

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0849	1339	Burlington W.	
0903	--	Dundas	
0926	1413	Brantford	2038
0956	1443	Woodstock	
1008	--	Ingersoll	
1035	1515	London	1935
1103	1544	Strathroy	1911
1145	1630	Sarnia	1800
1352	1837	Flint, Michigan	1618
1440	1925	E. Lansing	1527
1555	2040	Battle Creek	1430
1625	2110	Kalamazoo	1354
1802	2247	Chicago, Union Station	1025

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exception of occasional lateness due to Customs problems. Other observations: on a few occasions, the INTERNATIONAL has operated with two F40's and 10 coaches. The most frequently assigned units are 296, 316 and 322, all Chicago-based engines. Twice, Albany-based F40's (for example, 347), which come to Toronto on the MAPLE LEAF, have found themselves on the point of the INTERNATIONAL. Another odd consist observed recently was a single Tempo coach bringing up the markers on a string of Amcoaches. A final interesting note is that an Amtrak attendant has been running the Amcafe on a number of eastbound trips through Ontario, selling Amtrak food and charging U.S. prices, including a 25¢ premium, when customers were paying with Canadian dollars. Talk about feeling like a stranger in your own country!

--Mike Lindsay

VIA'S NEW TIMETABLE by Dale Wilson

In its new timetable, VIA has highlighted the major changes on Page 3, namely: faster Sydney-Halifax service; a new Quebec City-Ottawa connection; expansion of Calgary-South Edmonton service; a connection between Edmonton and Vancouver by way of British Columbia Railway, and last but not least, through trains between Toronto and Chicago.

The early part of the document shows little change, although on Page 13 VIA seems to be trying to show that you can go anywhere from everywhere by making its Across Canada Services (Condensed) into a very much more obscure document than in previous issues. While Sydney-Halifax service shows a speed-up (something we understand has been adjusted for some time now), thus providing better service there, some minor tinkering with departure times of Trains 151 and 154 between Halifax and Yarmouth will probably serve to upset regular travellers. The Halifax-Fredericton trains have been similarly dealt with, again for no apparent reason. Between Halifax and Montreal there is a tiny amount of time saved on the OCEAN, nad the Moncton-Campbellton RDC is also slightly speeded up. Unfortunately, LE SAINT LAURENT between Mont Joli and Montreal has been slowed.

Additional Christmas trains have been promised. There is to be a second section of the OCEAN to be operated for a short but as yet unspecified time, while Trains 16 and 17 are to be added between Montreal and Gaspé. Strangely, this last service is actually printed in the timetable and only careful attention to detail reveals that it is "Holiday Service Only".

The Moncton-Charlottetown bus schedule is now reduced to sensible proportions and the potential customer no longer has to search the timetable for the "bus of the week". Montreal-Sherbrooke service is no longer VIA's responsibility but continues as far east as St. Hyacinthe, operated by the Montreal Urban Community Transportation Commission. The Gaspé-Matapédia RDC has been speeded up, although this train will be replaced by conventional equipment over the holidays. The replacement train will have an earlier departure from Gaspé, an irritant to regular passengers. A strange one is the Montreal-Chicoutimi Train 133, running 15 minutes later throughout. We hope there is a logical reason for this. Quebec City still has no downtown station, and there is no longer even any talk of one in the future--a pity. The south shore service to Montreal shows some questionable changes, such as the westbound CITADELLE operating a half hour earlier, thus cutting down business time in Quebec. Stranger still is the eastbound CHAMPLAIN, out of Montreal earlier so that it now misses a connection with the overnight CAVALIER from Toronto. The north shore Quebec City-Montreal service shows minor changes, just enough to anger regular patrons.

Between Montreal and Ottawa, Trains 30 and 39 have five minute changes, while 29 and 32 add about 20 minutes to their schedules. Once again, there is no known reason for the changes, and it is sincerely hoped that they are not just some bureaucrat's whim. Between Toronto and Montreal, it is understood that conventional equipment has replaced an LRC train on Numbers 68 and 69, the SIMCOE. Apparently this has been done because heavy traffic demand cannot be met by the capacity of an LRC trainset. This seems to tell us some interesting things, such as that "twinning" of two LRC's isn't possible, either because an extra set isn't available or that dual operation isn't all that it should be. Perhaps for the same reasons, adding one or more cars to the existing sets isn't possible. Given the return to conventional equipment, it is understood that the journey will take a little longer, but why leave 10 minutes earlier and upset regular travellers?

The RDC services between Toronto and London, through Kitchener and Stratford, are to take somewhat longer, apparently due to a diversion around some road construction. Of the 10 trains on this route, one is of particular interest--No. 661. It once connected with the overnight CAVALIER from Montreal, but this was "fixed" in the last timetable. Now its Toronto departure has been moved up again and it will no longer connect with THE CANADIAN from the west. Is there a plot here, or does VIA feel that THE CANADIAN was going to be so late this winter that the former connection wouldn't have been possible anyway? Trains 71 and 76 between Toronto and Windsor will no longer run on Saturday and Sunday. In addition, Train 71's departure from Toronto was changed from 0700 to 0720, supposedly because market research showed that 0700 was too early. Someone should have made this data available to whomever changed the departure time of Train 661 (Toronto-London) from 0725 to 0700. Curious lack, that!

The new INTERNATIONAL between Toronto and Chicago does not represent an additional train, but rather an adjustment to existing schedules, plus the through routing by way of the Sarnia-Port Huron tunnel. The equipment will be Amfleet and Tempo (LRC powered) on alternate days, and one must wonder how this will go. The obvious question on this train is why it avoids the potentially very large Detroit-Windsor market. Perhaps we will hear more on this. The Sudbury-Ottawa train (that's the seven hour RDC trip without food or drink) has had the Ottawa departure changed from 10:00 to 13:30, allowing a more reasonable connection from Montreal, including passengers from the OCEAN. The Havelock-Peterborough-Toronto service is gone completely from the timetable, as are the Toronto-Stouffville and Toronto-Barrie trains, but the last two have more or less survived under GO Transit.

The CANADIAN schedule shows no change whatsoever. The train still plods across the country attempting to do intercity service with a transcontinental milk train operation. There are rumours of a task force having been set up on possible double-deck passenger cars for transcontinental service. When such cars were supplied to GO Transit, the builder made it clear that the equipment could be readily made available in long-haul coach, sleeping car or whatever configuration. Similar equipment on Amtrak is hardly new any more, and Santa Fe was using such cars years ago. It would seem that the only thing in doubt is whether the federal government wants to divert capital to passenger car purchases.

Trains 7 and 8, the shadow of the former SUPER CONTINENTAL between Capreol and Winnipeg, has had its three day per week schedule flip-flopped completely. Possibly this is done on the theory that if the remaining passengers are irritated long enough and often enough, they might go away and the train could be taken off. Nothing special on the way to Churchill, although for some unknown reason, Train 295 will now depart Gillam two hours later on its way north. The Winnipeg-Regina-Saskatoon schedule now lists two (as opposed to one in the last edition) competing buses between the two Saskatchewan cities. Why should this be done if one was truly interested in attracting rail passengers? Incidentally, Train 109 leaves Winnipeg on its way to Saskatoon 10 minutes earlier than in the last timetable. Why?

Calgary-South Edmonton sees some added service, although the vending machine cookery at Red Deer remains the most notorious feature of this route. Minor adjustments have been made to improve connections with both THE CANADIAN and the Prince Rupert train. Reports continue to come in about the possibility of getting this service to the real Edmonton station (the former CN station downtown). Do we hold our breath? An interesting sidelight here is that Greyhound has gone on record as being opposed to consolidation of passenger stations in Edmonton, claiming that this would threaten their operations. It is to be hoped that the CTC will treat this with the contempt it deserves.

The SKEENA, Trains 9 and 10 between Edmonton and Prince Rupert, will run a half hour later than on the last timetable but will have a (bus) connection with the BCR at Prince George, for passengers going to Vancouver. Wonder if that will bring many Japanese tourists, and how long it will be before both trains arrive at and leave from the same station.

All in all, no earthshaking changes, but a host of small alterations, some far from positive. Let's hope that by the next schedule change, there will be more definite word on further LRC deliveries and the future of transcontinental service.

Notes



BY BRIAN C. NICKLE VIA Rail

- The number of surviving stations in Southern Ontario just keeps getting less and less! During the summer of 1982, the CP Rail station known as Zorra, on the Galt Subdivision west of Woodstock, was demolished. A recent visit to Fergus found that the CN station at that location had likewise vanished. On October 8, the former TH&B Brantford station was extensively damaged by fire to the amount of \$525,000. This structure was most recently the Iron Horse Restaurant. In late July the CN stations at Caledonia, Owen Sound and Palmerston were closed, the latter pair being the last CN stations left north of Stratford on the "Bruce". At the same time, the CN train order offices at Woodstock, Ingersoll and London East were closed. The Woodstock and Ingersoll stations will remain intact for use by VIA Rail.
- During the month of September and early into October, the following CN MLW units were stored unserviceable adjacent to the Dundas Subdivision near Rectory St. in London: 8031, 8043, 8058, 8059, 8168, 8185, 8190, 8206, 8207, 8209, 8211, 8212, 8213, 8215, 8225, 8233.
- Of the numerous reports to the effect that VIA Rail fell into line with the Federal Government's "6 and 5" program by limiting the September 7 hike in ticket prices to six per cent, none mentioned that, less than three months before, VIA ticket prices had been increased by 10% on June 18. So far, the 1982 total for VIA fare increases is 16%. During 1981, corridor ticket prices were subjected to three successive hikes totalling a staggering 20%. Between May 1981 and September 1982 the cost of rail travel has jumped by 36%.
- With respect to the proposal by VIA for the upgrading of the Edmonton-Calgary Corridor, the following item might be of interest. This quote concerning intercity service between western cities appeared on Page 20 of a Canadian Transport Commission (Western Division) report dated September 9, 1982 by "The Advisory Group on the Regina-Prince Albert Experimental Passenger Train Service" (which was discontinued on November 15, 1981, meaning that the government advisory group outlasted the train service by nearly 10 months)! According to this report, "VIA indicated that, contrary to previous announcements, no LRC trains would be assigned in the near future to the Winnipeg-Saskatoon-Edmonton-Calgary-Regina-Winnipeg triangle. All of the existing orders would be placed in the Quebec City-Windsor corridor, partly because of the need to keep the trains close to Toronto maintenance facilities and the Montreal-area construction site." Further on in this report it is stated that "a committee was studying the western intercity triangle to determine its potential and no decision to eventually assign LRC's there would be made until the results were known" and that "an order for additional LRC's probably would be required if the trains were to run in the west".
- Recent permission has been granted by the Western Division of the Canadian Transport Commission for the abandonment of the following subdivisions: 23.67 miles of the CN Acadia Valley Sub. in Alberta on August 31, 1983; 19.5 miles of CP Rail's Furness Subdivision in Alberta on August 31, 1985; 88.1 miles of the CN Stettler Subdivision in Alberta on August 31, 1983. Permission was denied to abandon operations on a portion of two CN subdivisions in British Columbia, these being the Cowichan and Tidewater Subs.

REPORT FROM WASHINGTON — ON THE T.T.C.

(Editor's Note: The following is the text of a report of which a copy was handed to TTC Chief General Manager Alfred H. Savage when he was visiting the Washington Metropolitan Area Transit Authority and which records certain findings of WMATA staff after a recent visit to Toronto and Buffalo. While the emphasis on bus operation and maintenance is unfortunate, the remarks can probably be read as equally applicable to the TTC's rail systems).

A visit to Toronto, Canada was made during the week of April 18th through April 23rd to visit the transit property and to obtain an overview of Central Communications Networks and the employee training efforts.

The Toronto Transit Commission was a most gracious host, providing tours of its facilities and answers to many questions. It is difficult to make any comparison of their transit system to ours. One can very readily see that extensive planning has gone into developing the system by observing the manner in which they serve the citizens of Toronto. The service provided by their buses, street cars, trolley buses and subway has been planned so as to provide a completely integrated transit system that moves people with the minimum amount of delay. As an example, the interface between bus and rail is so designed to permit loading and unloading through all doors of the vehicles, thereby reducing travel time. The fare for service within Metropolitan Toronto is 75¢ throughout the day and transfer is permitted between bus and rail in either direction. It is interesting to note that their system serves a larger population living in a larger geographical area with fewer buses in comparison to WMATA. Ridership increased by over twenty-six and one-half million in 1981 compared to 1980. This could be, in part, a result of the condition in which their transit vehicles are maintained and the lack of service interruptions.

To compare the City of Toronto with the City of Washington and the TTC with WMATA is like comparing oranges to apples. The City of Toronto and its transit system are strikingly clean and well-maintained and give the appearance of pride. From reviewing the complaints and fare collection problems, one can assume that self-compliance by the public to established rules and regulations exists. Since the operating environment has much to do with performance and the TTC has been in existence much longer than the WMATA, comparison of the two with expectations of equal performance is somewhat unfair.

We were readily impressed with the innovative ideas supplied to problems that they encounter whether they impact on operations or maintenance. There appears to be a concerted effort towards solving the problem rather than fixing the blame.

OPERATIONS: Their bus fleet consists of 1403 buses operating 108 routes over 51,579,582 annual miles and their ridership is increasing at a rate such that they have difficulty in acquiring buses to accommodate it. Their system is somewhat decentralized but not to the extent of WMATA-BUSV. The Division Superintendent has the responsibility for day to day operations except for discipline of bus operators that requires suspension or termination. This function is centralized in the Safety and Training Division. Management feels that, in order to rehabilitate and restore an operator, it is necessary to retrain, using the same methods, techniques and technology that was used in the initial training.

Line maintenance is not supervised by the Division Superintendent. Their street supervisory force is decentralized to the divisions and is utilized for monitoring service, investigating accidents and evaluating performance. There is great emphasis placed upon street supervisors (Inspectors) knowing proper operating procedures in order that they may evaluate fairly. There are adequate incentive programs for employees based on performance. Emphasis is placed on number of incidences rather than preventable, non-preventable, excusable or non-excusable. The approach is to reduce the entire number rather than to spend time and impact employee morale by determining fault. Standards are high, discipline is enforced, pride is developed and the result is good performance. While discussing performance with an Assistant Superintendent, an inquiry was made as to the percent of controllable absenteeism. The rate was 1.2%. On the day the visit was made to the operating division, where 710 operators are assigned, there were none off sick and two missed and were dispatched to other work. You Division Managers can DROOL!

The TTC operates charter service within Metropolitan Toronto. Other charter service and interurban routes are operated by Gray Coach Lines, which is a subsidiary of the TTC. The Commission will operate charter service to the exclusion of regular route service. Their goal is to provide 68% of operating revenues from the farebox and management understands that charter work is a revenue producing service and therefore accommodates all charter orders.

They are developing a unique radio communication system. Their system includes a monitor and a locator that can place a bus within six metres of its actual location on the street. The Dispatcher can monitor the position of the bus on the route, the passenger load and whether the motor is running and the doors are open or closed. The passenger counting system is 95% accurate and eliminates the need for checkers. Although the system provides for routes to be monitored and controlled from the Communication Office the management does not intend to reduce the street supervisory force. They place a great value on the interface between supervisors, operators and passengers. Their radio system permits the dispatcher to talk directly to passengers where there are incidents of fare disputes. This removes the bus operator from the confrontation and therefore places him in a safer position. Where an emergency arises and the operator activates the emergency alarm, the dispatcher can listen to conversations between passengers on the bus to determine if a true emergency exists. The microphone is sensitive enough to monitor a conversation in normal tones between passengers on the rear seat even though the microphone is located in the front of the bus. Another feature of the radio provides an indication to the

operator and the dispatcher when the bus is one minute or more off schedule.

The dispatcher has a capability of making an all unit call either to the entire system or by lines. When weather conditions require that schedules be adjusted, the dispatcher can do so by signalling the computer to adjust schedules relative to the established schedule. Example: If the dispatcher wants all buses on the route to operate 10 minutes late, he signals the computer to operate schedule minus 10 minutes and the computer automatically builds a new schedule and indicates schedule adherence to the driver.

MAINTENANCE: As indicated previously, their transit vehicles are very clean and well-maintained. Roadcalls and chageoffs are held to a bare minimum. The absence of tow trucks was noted and when the inquiry was made as to how they towed their buses the Superintendent stated that their roadcalls requiring towing were so few, approximately 12 a year, that they contracted with a private towing firm.

It is difficult to compare their roadcall performance with ours because of their definition of roadcall. They combine our definition of roadcalls and changeoffs into their definition of roadcall. In other words, any time a mechanic responds to a bus on the street, it counts as a roadcall. With these strict definitions they can operate 4500 miles between roadcalls. You Division Managers can DROOL again!

In order to understand their performance, it is necessary to look at their support organization and their management philosophy. Every effort by every person is directed towards supporting the vehicle and operator that is serving passengers. Their system is designed towards moving people quickly from one point to another in the safest manner possible. To do this they develop their employees to the highest degree possible. The major responsibility of the training section is to develop and administer training courses to keep Equipment Department employees abreast of the advances in technology as applied to the maintenance of transit vehicles. They train, evaluate, and administer discipline to operating employees in order to maintain the high standard of public service expected. They monitor development of department employees, coordinate department apprenticeship programs, modify and implement ongoing training programs and work with the Personnel Department in identifying potential supervisors and development of courses for supervisory and technical staff. They operate an apprenticeship program. Mechanics who successfully complete the apprenticeship program are certified by the Federal Government. Also included is a Junior Training Program for those who successfully complete the Apprenticeship Program or who have graduated from a technical high school. This is the second step of their maintenance training program which provides training in specialized areas such as electrical repair, woodworking section, body repair or machine shop. They provide home study courses and contract with local community colleges to provide training.

Also visited during this week was the Buffalo transit property. The plant facilities at Buffalo are equal to WMATA in that they range from 100 years of age to a new facility that was just opening. Their buses are well maintained in the ancient main shop facilities primarily because of experienced mechanics. The major portion of their maintenance employees will retire within five years and this causes concern for their management although there are no plans for developing replacements. Their operating environment is somewhat similar to Washington, D.C. Training programs and efforts at Buffalo are almost non-existent and they are struggling to develop a supervisory force and manage in a fashion so as to live within the available resources.

A point of interest was their radio communication system which is similar to ours except that their schedules are computerized and can be called up on a CRT which makes them readily available to dispatchers. Radio discipline is lacking. While observing their system and monitoring the radio it became apparent that dispatchers have very little control of the bus operators on the street even though their system is designed to do so.

The visit to the two properties provided a greater insight into operational problems that are common to all transit properties and the opportunity to discuss issues with our counterparts. If there was one single issue that is common to all three properties, it is the alleged lack of communication. This complaint surfaced everywhere. Toronto has attempted to solve it by establishing a unique communication system that provides for a representative from each section to meet with the next level of management and discuss issues. This system was developed when the salaried employees threatened to unionize.

When attempting to compare our performance to Toronto's, we have some way to go to reach their performance level. However, when compared to Buffalo, we are somewhat ahead of their performance. Written performance procedures do not exist at either property. Standards vary at Toronto since a budgeting system using the prior year's performance as the base is used.



news

- The TTC opened a staffed Transit Information Centre on August 24, located near the subway collectors' booths at the Bay store entrance to the Bloor-Yonge subway station. Open from 10 a.m. to 6 p.m., Mondays to Saturdays, the Centre is staffed by members of the TTC's Telephone Information Group, who respond to passenger

inquiries about routings, schedules, points of interest, etc., and dispense Ride Guides and individual route pocket schedules for over 70 routes. Also starting August 24, the TTC installed, on a test basis, self-contained transit literature dispenser units at Finch, Islington and Union subway stations. Each of the units contains a supply of the Ride Guide, and the Finch and Islington units contain pocket schedules for the various surface bus routes radiating from the particular station. The unit at Union subway station contains schedule information on TTC routes serving Metro-area GO Transit stations for the benefit of TTC-GO commuters.

• **TTC SCARBOROUGH RT PROGRESS REPORT**--The 4.35 mile Intermediate Capacity Transit System line between Kennedy Subway Station and McCowan Road (dubbed 'the Scarborough RT'-for rapid transit-by the TTC) is rapidly taking shape, with contractors busy along most of the route.

Grading for the tracks has been completed between Eglinton and Ellesmere, and some 300 feet of the concrete trackbed has been set in place north of Lawrence. The 360 foot tunnel which will take the line beneath the CNR Uxbridge Subdivision, north of Ellesmere, is approximately 50% complete.

After emerging from the underpass the line will be on a concrete elevated structure as far as McCowan Road, crossing Midland Avenue, Highland Creek and Brimley Road as well. Almost all of the footings for the supporting piers have been poured, with work on the columns and crossheads progressing.

The next phase is installation of the precast concrete longitudinal beams which will carry the tracks on the elevated sections. A temporary concrete plant has been built near Brimley for production of these beams.

Contracts were recently awarded to Abex Industries Ltd. in the amount of \$1,400,000 for the supply of special trackwork, and to Whipple and Bourne (1975) Ltd. for DC switchgear for substations, also valued at \$1,400,000. Other contracts to be awarded in coming months will be for the construction of Lawrence East, Ellesmere, Midland, Town Centre and McCowan stations; the car-house and yard at McCowan; and modification work at Kennedy Station to accommodate the ICTS technology.

The Scarborough RT will represent the first application of the ICTS technology developed by the Urban Transportation Development Corporation. It is, in effect, a "mini-subway", fully grade separated with pre-paid platforms and high-level loading, using 40-foot cars operating in trains.

Two of the major new features of the cars are linear induction motors and steerable trucks. With the LIM system the motor windings create an electro-magnetic field which interacts with a reaction rail (about one foot in width) in the middle of the tracks to provide propulsion and primary service braking. The steerable truck design allows the axles to swivel radially and follow the rails through curves, reducing noise and rail wear.

Opening of the RT is scheduled for Fall, 1984. The line has already provided a powerful stimulus to development at the Scarborough Town Centre, with over \$50,000,000 worth of development completed, or with construction underway or about to begin. Thus, the line is already serving its original purpose, which was to focus development on the Town Centre with its ample amounts of vacant land. Of course, the thousands of people who will work in these buildings will also boost ridership on the RT.

• The Post Office expects to save about \$500,000 a year by purchasing transit passes from the Toronto Transit Commission for about 2000 letter carriers in the Toronto area when the current arrangement expires at the end of this year. The Post Office now pays the TTC an average of \$52 a month in transportation costs for letter carriers during their working time, whereas the monthly cost of a Metropass is \$37. The Post Office paid the TTC \$1,200,000 in 1981, based on use of public transit by 1850 carriers, or about 62¢ a fare.

• The TTC expects to save several million dollars by cutting back on hiring and delaying new routes, TTC treasurer Lloyd Morley says. The TTC is trimming its expansion plans, however, without eliminating services or laying off staff. The TTC had planned improvements on 20 routes, including additional rush-hour service. One of the casualties has been the planned express bus route from Castle Frank Station to downtown via Sherbourne Street, which was intended to relieve congestion at Bloor-Yonge Subway Station. Metro Chairman Paul Godfrey says that the cutbacks are necessary mainly because fewer people are using the transit system than had been anticipated. TTC officials are also concerned about the impact of the 6 and 5 % inflation guidelines. Energy costs, which account for about 15% of the TTC's expenses, will increase by about 14 or 15 % under the National Energy Program, officials say.

• Police are trying to solve the mysterious disappearance of \$27,000 belonging to the TTC. The money, in four bags, was part of a cash shipment taken by armoured car to the Bank of Montreal in the First Canadian Place complex on King Street West. Bank officials discovered \$27,000 missing when the money shipment did not match the amount shown on the TTC deposit slip.

• TTC A-7 class PCC 4476 was loaded at Hillcrest Shops on November 9 for shipment by truck to the Midwest Central Railroad at Mount Pleasant, Iowa, where it will join former Rio de Janeiro street cars and equipment from Iowa interurbans on an operating trolley line. --Neil McCarten

• Meanwhile, A-9 class PCC 4558, ex-Cincinnati Street Railway, was loaded aboard a flatbed truck at Hillcrest on November 15 and left the following day on its journey to its new home at the Ohio Railway Museum, Worthington, Ohio. The museum people lost no time in building a 150 foot section of TTC-gauge track (4'10 7/8") so that they could test their new arrival. Presumably 4558 will ultimately be restored to its Cincinnati livery. --Neil McCarten, Dick Glaze

• **Unbelievable but true**--Passenger Transport, the highly respected news journal of the American Public Transit Association, carried in its October 29, 1982 issue a picture of ALRV 4900 with the following caption beneath the photo: "An open platform electric street car of this type was used on Toronto's first electrified former horse car route which was inaugurated on August 15, 1892".

--CPR West Toronto Station was demolished on November 25, 1982, by the railway, in defiance of the City of Toronto which had not granted the company a demolition permit while efforts were made to preserve the station and convert it to other uses. Further details will appear in the January Newsletter.

BY TRAIN AND ROLLEY TO TIJUANA

by Albert D. Kerr

It's always helpful to have relatives in distant places, such as California, affording excuses, year after year, to visit and partake of the latest rail improvements while enroute.

In 1981, it was with anticipation that we boarded the Lake Shore Limited at Depew (a Buffalo suburb), final destination to be Tijuana, Mexico via Chicago, Denver, Ogden, Las Vegas, Los Angeles and San Diego. Our anticipation consisted of many facets, namely our first ride on Amtrak's Superliners, a ride once again on the stately Rio Grande Zephyr, and last but not least, the brand new light rail line from San Diego to San Ysidro, 200 feet from the Mexican border at Tijuana.

Our trip on the Lake Shore was good, although some cars are showing signs of wear and tear. More important, we enjoyed our last full service breakfast in the grand manner, knowing that in a few months Amtrak's "mcmuffin" cuisine would take over all dining service. Departure from Depew was 47 minutes late; somehow, arrival at Chicago was on time to a mobbed Chicago Union Station.

The San Francisco Zephyr, with all Superliner equipment, was an hour late out of Chicago due to mechanical problems. Our bedroom was a beauty, on the lower level and extending from wall to wall. The Superliner cars are really great, but riding qualities are another story. Most of the way, I was sure we were riding on arch bar freight car trucks, but no, the trucks were of the German short wheel base design, with which the cars came equipped. All I can say is, Amtrak had better do something about replacing or retrofitting these trucks--fast. Dining in the million dollar diners on this train can only be described as awful. With only two waiters to handle almost 80 seats, a wait of over an hour was involved for breakfast. Lunch was impossible. Food portions were skimpy and some items were cold by the time the over-worked waiter could get to them. I originated letters of complaint to Amtrak, and their latest reply is that improvements will be made to the service and food quality.

D&RGW's Rio Grande Zephyr was truly fine. Many cars on our train had been recently upgraded and painted. The ex-Union Pacific diner served, without a doubt, the finest meals on our entire trip, even including restaurants "on the ground". The dome observation lounge, recently shopped and repainted, allowed us to enjoy the fabulous Colorado scenery and mountain rail-roading. If you have never ridden on this train, plan on it now!

Amtrak's Desert Wind won a 4-star rating. We used this train from Ogden to Las Vegas, and later from Las Vegas to Los Angeles. It was a pleasure to ride through the 118 degree desert heat, sipping Coors, in complete air-conditioned comfort. For some strange reason, the Superliner coaches and lounge cars ride better than the sleepers and diners--another quirk to be discovered while riding Amtrak! One word regarding Superliner sleepers--don't accept bedroom 'A' if at all possible. With the bed down and made up, there is no room at all to use the wash bowl or toilet without partially folding up the bed, not an easy job.

I have always been aware of the superb street car system that San Diego enjoyed until complete abandonment around 1950. In our many visits to San Diego, we have often made note of the few remaining reminders of the city, suburban and interurban system once operated by the San Diego Electric Railway Company. So, it was with almost complete disbelief that I had detrained from the San Diego, walked through the former Santa Fe station (still a fine building), and gazed upon the newest street car system in America--the San Ysidro line of the Metropolitan Transit Development Board (MTDB). There, on C Street, just outside of the side door of the station, stood a two-car, four-unit train ready to depart on the 16 mile, 30 minute run to San Ysidro, California. I was aware that San Diego had chosen the Siemens-DuWag articulated cars for this line, and my first impression was of largeness as compared with the standard PCC cars with which we are so familiar. As I watched, the two-car train departed west on C Street at about 30-35 m.p.h., and soon disappeared from sight. At any rate, I was to ride the line a few days later.

We then did make the round trip to San Ysidro, and once again visited downtown Tijuana, Mexico. Right now I have to advise one thing--bring change if you plan on riding this line! The honesty ticket machines take only coins, the fare to San Ysidro being \$1.00 each way, although local riding downtown is only a quarter. Our train consisted of two cars or actually four units, and some trains are longer with a total of six units. Street running is reserved for street cars only, with auto traffic over to one side and traffic signal controls in favour of the trolleys. The almost two miles of street running is covered in less than 10 minutes. In fact, it's impossible to keep up with the cars by auto in the street portion, so don't try it--unless your Spanish will help you with the bilingual traffic courts! After leaving the Imperial Street station, private right-of-way is reached, and, from that point to within a few blocks of the San Ysidro station, the former San Diego and Arizona Eastern tracks are used. The SD&AE was originally single track; however, eventually the trolley line will be all double track--in fact many miles of second track are already in use. Freight service is provided to a multitude of customers at night, and with my eyes closed the feeling was that of an interurban in our area (NS&T) because of the numerous freight sidings and diamonds that were crossed at full speed. Top speed is supposed to be 50 mph, but that was exceeded to about 55 mph in a few locations. Grade crossings, of which there are quite a few, are protected by flashers and gates, but the weak Volkswagen horns on these German-built cars were nerve-racking to me at the crossings, my having been in an interurban-auto collision once. At any rate, we found

patronage to be quite heavy as more and more people find it so easy to get to the border and Tijuana without the problems of driving (Mexican insurance, parking, gas, customs, etc.). Taking photos from the cars while on board is difficult due to the operator's being in a separate compartment, requiring pointing the camera through two windows whether at the front or rear. If time allows, the best bet is to get on and off at the various stations, or to drive to the various crossing locations. Are there mechanical problems with the new trolleys? Yes, but not many; everything functioned but the doors. This type of car uses a step that slides out from under the body when doors are opened. Some apparently were jammed, making that particular door inoperable. Acceleration, I noted, was not as smooth as that of a PCC or a CLRV, although braking was comparable. The approximately two blocks of street running at San Ysidro is covered in seconds, it seemed. In fact, the entire operation is fast and efficient. At San Ysidro, it's necessary to hike up a ramp to the other side of the freeway, there to take a cab or van to downtown Tijuana. Yes, the mayor of Tijuana would like the line extended across the border into Mexico, but that's far in the future. Closer, it is to be hoped, is the planned 12 mile extension to El Cajon, California, using another former SD&AE branch, just waiting to be electrified.

So, "amigos", if you have the "pesos", don't delay visiting beautiful San Diego and the Tijuana Trolley.

WHATEVER HAPPENED TO THE EXPO EXPRESS? 1967-1982

by Sandy Worthen



Readers will remember that, back in 1967, Canada not only celebrated the centennial of her confederation, but also hosted in Montreal the 1967 Universal Exhibition, authorized by the International Exhibitions Bureau: in short, EXPO '67. This unique event was staged on one natural and one artificial island in the St. Lawrence River opposite Montreal's harbourfront. Access to the site could be gained either by the Longueuil Line 4 of the Metro (subway) or by bus from downtown Montreal to the Place d'Accueil and thence to the islands by the "Expo Express".

The Expo Express was a 48-car, fully-automated, standard gauge rapid transit system, the cars having been built by Hawker Siddeley Canada Limited. The trainsets made the five-mile run from the Place d'Accueil to La Ronde, the amusement park at the east end of the site, in about 20 minutes at an average speed of about 30 miles per hour, excluding two stops, one at Ile Ste. Helene and one at Ile Notre Dame.

When EXPO '67 closed, the Expo Express was taken over from the 1967 Universal Exposition Corporation by the City of Montreal and was operated (on a shortened line) for a few years to provide service to "Man and His World", the successor to EXPO. It was rumoured thereafter that the system would be used in commuter service on Canadian National's Central Station-Deux Montagnes line. Later, it was said that the system was a candidate for Edmonton's planned rapid transit line. Still later, there were other rumours; all of these were incorrect.

Meanwhile, the cars and power plant had disappeared and the rails had been taken up. No one thought to look for the cars in the original storage and maintenance sheds on Ile Ste-Helene.

The possibility of using the Expo Express system in commuter service in Montreal ceased when Hawker Siddeley Canada could not sell it to CN. The City of Montreal, which continued to operate "Man and His World", declined to continue using the system as an access route to the complex because it was too costly to operate and to maintain. And so it was mothballed for many years.

Then, one day in October 1982, Ted Blackman of the Montreal GAZETTE spotted the cars of the Expo Express being moved west through CN's Turcot Yard in Montreal, destination unknown. Inevitably, inquiries led to Monsieur Claude Baillargeon, an EXPO '67 contractor now retired in south Florida, who bought the system from Hawker Siddeley Canada when no one else wanted it. He then went door-knocking around the world to see if any city was interested in buying the prestigious "Express" from EXPO '67.

Athens wanted the system, cars and power plant--no mention of the controlling computer--but the length of the cars would necessitate widening tunnels through historic ruins, which would require a 10-year feasibility study by archeological commissions! In India, New Delhi was interested--definitely--but also faced discouraging problems. Lisbon, Portugal, too, was interested but wasn't quite ready to handle the cars. And so it went, from city to city.

M. Baillargeon says that, in view of Bombardier's recent contract with New York City's MTA, to construct one car of the Expo Express today would cost a cool million dollars. "Vandals did about \$300,000 damage while it was in the Montreal harbourfront sheds: you know, windows, seats, that kind of thing. We've got it about 50 miles out of Montreal for a touch-up. That's why one of your readers saw it moving on the (CN's) tracks. We hope to have it to the buyer by the end of the year."

But M. Baillargeon won't say to which country the Expo Express is going. Speculation: apparently it's a warm weather country, because one of the knocks against the train was that the cars were unheated. Countering, M. Baillargeon said that this difficulty could be overcome by a simple reversal of the air conditioning system. So the train could serve easily enough in the world as a mass transit system. "And it's a good system," says M. Baillargeon. "It travelled only 30 miles per hour during EXPO '67, largely because it was both a conveyance and a sight-seeing vehicle. While the average subway in the world requires a 35 mile-per-hour capability, the Expo Express was designed to do 58 miles per hour."

To get the rumour mill going again, there's also the possibility that the Expo Express might be used on the new rapid transit line using Seaboard Coast Line Railroad's right-of-way between West Palm Beach and Miami, on Florida's Gold Coast.

In the interval, sharp-eyed travellers on VIA Rail's daytime "RAPIDO" trains between Montreal and Toronto may still see (until the snow hides it) a not-so-shiny aluminum shape on a distant industrial siding about 50 miles from Montreal, which looks something like a Bombardier LRC trainset awaiting delivery to VIA Rail, but isn't!

Book Review: WINNIPEG'S ELECTRIC TRANSIT, THE STORY OF WINNIPEG'S STREETCARS AND TROLLEY BUSES,
BY JOHN E. BAKER Published by Railfare Enterprises Limited

Reviewed by John A. Maclean

One by one the literary gaps in Canada's traction map are being filled: this time it is the turn of Winnipeg and its surrounding area to be documented. It must be admitted that much information has been published previously on a small scale dealing with the street railways and suburban and interurban lines serving Manitoba's capital, but the volume presently under review is larger and more comprehensive and, thanks to sponsorship by Railfare Enterprises, will probably receive wider distribution than its predecessors.

The Winnipeg Electric Company, with its forerunners, subsidiaries and successors, operated the largest electric railway network in Canada between Toronto and Vancouver, the only interurban lines on the Prairie Provinces, and in later years one of Canada's largest trolley coach networks. It was always a distinctive property, with a complicated track and route pattern forced upon it by Winnipeg's inept street layout, operating alike in the extravagantly wide streets for which the city is noted and in narrow thoroughfares which would have been at home in downtown Toronto or Montreal. Its cars, none of which could be called very modern, sturdily built (to withstand the bitter prairie winters), well maintained and efficiently operated, were of a distinctive design derived from that of the Toronto Railway Company, by which many of the early ones were built. Even when the Winnipeg company commenced building its own cars on a massive scale, the Toronto look was perpetuated there long after their prototypes had vanished from the Toronto scene.

After a short introductory chapter outlining the history of Winnipeg before horse cars, the main body of the work proceeds in strictly chronological order through seven chapters, each based on one of the companies which in turn operated horse cars, electric street cars, suburban and interurban lines, and trolley coaches. While this arrangement makes for easy reading, it has the disadvantage of dumping the many diverse elements forming a large transit system into one pot, so to speak. Legal and corporate matters, construction, operation, the ordering and rebuilding of rolling stock, shops and car houses, power supply and distribution, trackage and route alterations, financial results, and the long-drawn-out conversion to rubber are all there, but the reader desiring to "get the picture" on any particular topic will find himself condemned to much digging and page turning before a cohesive story emerges. The division of each chapter into a series of topics, each under a suitable sub-heading, would have helped, but in most cases this has not been done. Chapter IX, dealing with the construction, operation and abandonment of the trolley coach network, will be especially welcome to students of this type of vehicle, as this subject has not been covered in previous works on Winnipeg traction.

The final section of the book, and a large one comprising 44 pages, is devoted to excellently detailed rosters of street cars, interurban cars, work equipment and trolley coaches, and surely includes just about everything that anyone will ever want to know about Winnipeg's electric rolling stock. A welcome feature of the trolley coach listing is the inclusion of builders' serial numbers for every vehicle in the fleet, an item of information often absent from bus and trolley coach rosters (and all too many locomotive rosters, too), yet indispensable to the historian trying to keep track of the wanderings of used equipment.

As we have come to expect from Railfare, Winnipeg's Electric Transit is a first class production, comprising 192 pages approximately 9x12 inches enclosed between hard covers, with a colourful dust jacket. This reviewer is happy to report that the book apparently marks a reversion to the traditional upright shape, in place of the landscape format which has been favoured by Railfare and other publishers in recent years. Layout is attractive, paper and printing are of good quality, and the text is interesting and well written. Black-and-white pictures are plentiful--one or more on practically every page--and well reproduced. Four large colour views, three of street cars and one trolley coach, adorn the endpapers, and three of these are repeated on the dustjacket. Seven maps have been provided, mostly showing the extent of the system at various stated dates, and all but one are of impeccable clarity and detail. The one exception is a 1930 map of the system at what was probably its maximum extent, at least as a street railway, and it is unfortunate that reducing this to one-page size has destroyed most of the trackage detail at the numerous intersections: it should really have been printed as a foldout, perhaps inserted in the back of the book in lieu of the four colour pictures, which are exact duplicates of those in the front anyway.

Altogether, however, this is an excellent and most welcome production, and one which will no doubt remain the definitive work on Winnipeg traction for a long time. As book prices go these days, it is good value, and a "must" for every traction fan.

Note: Winnipeg's Electric Transit is available to UCRS members at a reduced price of \$21.25. Order from UCRS Publication Sales, Box 122, Station A, Toronto, Ontario M5W 1A2. Quote your membership number when ordering.

REPORT URGES RETURN TO TROLLEY COACHES FOR WINNIPEG--The City of Winnipeg's long awaited report on public transportation recommends a \$41.5 million return to trolley coaches on major routes, if senior governments will agree to cost sharing. "Under today's conditions it would not be cost effective to electrify if the city bears the total cost," says Rick Borland, Director of Winnipeg Transit, who presented results of the \$150,000 study. The report recommends that the city ask senior levels of government for 75% cost-sharing of a conventional trolley coach system. "We're excited that the city is moving in this direction and we're waiting for a formal proposal from them," said Urban Affairs Minister Eugene Kostyra. Mr. Borland says that the province should be interested in the plan for several reasons. "It would provide Manitoba with a major new use for hydro-electric power and it would give the local bus industry a shot in the arm," he said. Flyer Industries is the biggest North American supplier of trolley coaches and the recommended order for the plan is 120 coaches. Flyer president Doug McKay said his company would welcome the \$24 million order, but he was not "counting his chickens before they hatched."

On the national level, Mr. Borland says that a strong argument for financial support is that re-introducing the trolley coach system would mean reducing national dependence on a non-renewable product, i.e., diesel fuel. Although most councillors who heard the presentation are in favour of the idea, they expressed some concerns. "They've based the whole cost advantage on electricity versus diesel fuel on the assumption that Hydro will give them a 10-year freeze on rates," said Councillor Al Ducharme. "Also, trolley coaches must always have a three-minute headway," said Ducharme, who pointed out that Portage Avenue is busier than that at peak traffic times. The three major routes suggested for trolley coaches are Portage (Polo Park)--East Kildonan, Corydon-North Main, and Osborne-Selkirk.

as Pierre Franche sees



(The following is a summary of an address given by the new President of VIA Rail Canada to the Transportation Club of Ottawa, in which he sets forth his perspective on the organization which he now heads).

From 1970, all passenger train services in Canada were operated by the railways under Orders of the Canadian Transport Commission. The federal government paid 80% of the losses and the railways absorbed the remaining 20%. In 1976, the railways' 20% totalled about \$50 million. In other words, despite government aid, the railways continued to lose money operating passenger trains. Because they were losing money, there was no incentive to invest in the passenger business, and equipment, facilities and systems became more dated and less attractive to the traveller. Perhaps more importantly, passenger rail expertise was purposely allowed to wither. It was obvious that, if nothing was done, the future of the Canadian rail passenger services was in doubt.

Because of experience outside North America and the realization that rail passenger services have a place in any public transportation system, the government decided to develop a new policy in terms of passenger service in Canada, and VIA was created.

In every year of its existence, VIA has increased the number of people using trains. By the end of 1981, fully 48% more people were using passenger trains in Canada than was the case in 1976. Last year VIA carried over eight million passengers. Preliminary indications are that, in July of this year, VIA carried more passengers between Montreal and Toronto than did Air Canada. Coincidentally, occupancy rates have climbed from approximately 30% in 1976 to over 50% today. For instance, on the Eastern Transcontinental, we are demonstrating occupancy rates of 80% in the peak season.

How is VIA succeeding where the railways were apparently failing? The single most important element is that VIA has conscientiously rebuilt a pool of passenger rail expertise with the ability and know-how to make passenger trains competitive. Administrative procedures have been streamlined, fare structures simplified, reservation systems computerized, services rationalized, and so on. And while the last purchase of conventional equipment took place in 1955, by far the majority of it has been brought up to optimum contemporary standards. All this within a period of five years after close to 30 years of inattention.

However, last year it became obvious that two factors were mitigating against the continued successful development of passenger train services. First, the majority of rolling stock comprising VIA's fleet was 30 years old and not getting any younger. Without new equipment, VIA was committing hara-kiri by its very own success. The greater the demand VIA generated for its services, the greater was the demand placed upon its aging fleet of rolling stock. The second factor was the rising cost to government of providing passenger services. In 1980, the federal government's contractual payments to VIA totalled \$331 million. A year later, that figure jumped to \$400 million. This year, the figure will escalate to \$440 million. It's an escalation that has to stop. True, passenger revenues also increased from \$137 million in 1980 to \$160 million in 1981, but they in no way covered the increasing costs of operating the service.

I don't think I need to remind you of the public outcry at the decision to reduce 20% of the number of route miles operated by VIA, taken in July of last year. However, VIA later placed a second order for LRC train sets which previously would have been impossible. In other words, the decision is paying off and for the first time in its brief history, VIA has something genuinely new at its disposal to meet the demands of the travelling public. To an extent I'm fortunate in that I have a clear track in front of me--unobstructed by the problems of attempting to launch a major new corporation; unimpeded by the drama of major service pattern

alterations. To my mind, the very fact that I do not have a railway background could work to VIA's advantage. I do not feel hobbled by 100 years of railway tradition which so many people seem to think of as sacrosanct.

Publicly, VIA is the continual butt of criticism because of the subsidies it requires and receives. However, when you look at the technological resource base being built by the manufacturers of new equipment and the export potential this implies, it becomes obvious that VIA has a value far in excess of the \$400 million deficit it incurs annually. Indeed, an officer of Bombardier said recently that VIA's purchase of LRC equipment gave the manufacturer a vital commercial viability necessary to secure the \$1 billion contract to build cars for the New York subway system, not to mention the millions of tourist dollars which the corporation is responsible for distributing across the country every year.

The problem is that the accounting methodology used for measuring the profit or loss situation of passenger trains in Canada is such that it will inevitably appear that they are a losing proposition. We presently have a contract in place with government for every service we operate. Every one of those services is in a deficit position. In consequence, at the end of every year it appears that passenger trains in general are impracticable. It's my opinion that this is not the case.

In reality, VIA operates three types of passenger trains: transcontinentals; remote services to places where there are no reasonable transportation alternatives; and true "intercity" services. Perhaps, instead of a global costing methodology, we should develop costing methods by service type. If you take a look at those remote services VIA is required to maintain by government, it becomes immediately apparent that they are--and will continue to be--commercially impractical. And you won't find many privately-owned bus companies or airlines rushing to fill the gap were passenger trains removed. The fact is that neither VIA nor anyone else will ever make money running remote services. However, the country has a duty to maintain them. The same fact holds true for transcontinental trains. By any commercial yardstick they will not achieve a break-even point, let alone profitability. Yet Canada's national heritage calls for their retention. VIA is willing and obligated to provide both of these service types. However, we do not feel that it is in either our or the country's interests that VIA's competence be judged by their lack of financial viability.

The third service type which I mentioned is intercity services centred largely in the Quebec-Windsor corridor and in certain areas of the Maritimes and the Prairies. Here we not only stand ready to be measured on a commercial basis, but we would welcome the opportunity to prove that passenger trains are indeed an essential element of a competitive public transportation system.

Judgements about financial viability must be directed toward services where rail is best suited--high volume, medium distance routes, especially between 100 and 500 miles. It is on these intercity routes that VIA must compete with other modes and, because alternatives exist, must justify its existence in the long term by achieving a level of financial viability comparable to or better than that of other modes. An excellent example of the potential viability of intercity services is the Toronto-Ottawa service. In 1982, this service will suffer an operating loss of approximately \$5½ million. The present VIA market share is only about 5%, due to a travel time which has been substantially longer than bus or auto, and the fact that only one through, one local, and one local overnight frequency is offered. Nevertheless, it has great potential for growth. The route is some 277 miles, the market is large at nearly two million trips per year, and there is a high proportion of end-to-end traffic. The growth potential has been demonstrated by the 80% increase in traffic achieved by converting one local to through service in June 1981.

Rail passenger transportation can only be viable as a volume business, due to its high proportion of fixed and train-related costs, and its competitive advantage which enables it to move large numbers of people. In order to make intercity services viable, VIA must accomplish three basic objectives--reduce costs, increase fares and increase ridership. In order to increase ridership while at the same time increasing fares, we must offer a much more attractive product, including competitive travel times, sufficient frequencies and appropriately designed schedules, improved on-time performance, conveniently located stations, and comfortable, attractive, safe and reliable equipment. With this in mind, we have planned three measures which will significantly increase ridership on the Ottawa-Toronto service, namely infrastructure improvements in the order of \$10 million which will reduce our schedules by 50 minutes, to four hours; conversion of the present local service to through service and the addition of two new frequencies, and the operation of LRC equipment on all through frequencies by 1987.

By the latter year revenues will exceed direct costs by approximately \$4½ million, based on a conservatively projected market share of 17% and growth in passenger miles of 173% over five years. "True" intercity service, based on a "bottom-line" concept, is the commercial mainstay of our business. However, the principles of operating intercity services on a "bottom-line" basis should be allowed to permeate the managerial mechanism by which transcontinental and remote services are operated. In this manner, Canadians will be assured that they are paying a minimum subsidy towards the retention of the latter service types.

GT

In advance of their planned merger, GTW and the Milwaukee Road are carrying out what they describe as "unprecedented joint train operations". These involve a co-ordination effort which has reduced transit times by more than two days from the Canada-U.S. border to Kansas City, Louisville, Minneapolis-St. Paul and Chicago. In the first three weeks of a six-week marketing blitz, a six-member GTW-MILW marketing team flew (pardon the term-Ed.) 65,300 miles to hold luncheon/dinner meetings with 950 customers and potential customers. The team reported that it was finding responsive shippers because it was able to demonstrate reduced shipping time, faster car tracing, and flexible car reconsignments across a 5000-mile rail network. The personalized marketing effort is to be followed by an extensive advertising and sales campaign.

--Railway Age



UCRS and other events and activities

by Ed Campbell

--It is with regret that we announce the passing of longtime Hamilton Chapter member Phil Brooks in late October. Phil was our resident expert on the TH&B Railway and will be truly missed by all who knew him, especially those members actively involved with the Hamilton Chapter.

--John Robertson, who is still confined to the Hillcrest Hospital, at 47 Austin Terrace, Toronto, wishes to thank his many friends who have visited him or sent him cards.

--Thanks are extended to Gerry Sturgess, who helped Jim and Heather Walther at the sales booth located at the Barrie Railroad Show.

--The UCRS sales outlet at the CN St. Clair Station will be open before Christmas, on Saturday, December 18, from 9 A.M. until 1 P.M. Be sure to visit the store to pick up some Christmas presents for your friends. The location is on the north side of St. Clair Avenue West, just west of Caledonia Road, in the basement of the station which is located on the east side of the Newmarket Subdivision.

--The Ontario Society of HO Model Engineers will meet on Friday, December 10 at 8 P.M. in the Rosedale Presbyterian Church at 129 Mt. Pleasant Road. The program will feature information about a new steam locomotive; it should be very interesting.

Friday, December 17--The regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre, College and McCaul Streets. It is suggested that members gather for an informal get-together soon after doors open at 7 P.M., so that the meeting can start at 8 P.M. sharp. The presentation will be given by Charles Cooper on the subject of the Toronto and Nipissing Railway.

Friday, December 17--The regular Hamilton Chapter meeting of the UCRS will be held in the CN Hamilton Station at 8 P.M. Members' 35mm slides will be featured; bring yours to show.

Saturday, December 18--UCRS Sales Store open from 9 A.M. to 1 P.M. (see note above).

Friday, January 21--The regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre at the corner of College and McCaul Streets. Doors open at 7 P.M. for 8 P.M. sharp start of meeting. Bring some 35mm slides for the newscast at the start of the meeting. The speaker has not been confirmed as yet, but will be announced in the January issue.

--Looking for a railroad calendar for your den or office, or as a gift? The Buffalo Chapter, National Railway Historical Society, is again offering its excellent calendar in 1983, featuring 13 well-chosen and reproduced photos of steam, diesel and electric scenes in the Western New York and Southern Ontario areas. Available at \$5 U.S., including shipping, from Buffalo Chapter, NRHS, P.O. Box 298, Getzville, N.Y. U.S.A. 14068.

--Rick Mannen, Box 62, Lynden, Ont. LOR 1T0, would like photos and information pertaining to railways in the villages of St. George, Lynden and Harrisburg, Ont. and surrounding area, for research purposes and future publication.

THE EDITORS WISH ALL MEMBERS AND OTHER NEWSLETTER READERS THE MERRIEST OF CHRISTMASSES AND A 1983 FILLED WITH THE HAPPY PURSUIT OF THE RAIL ENTHUSIAST HOBBY.

HSR 403:

The Ontario Electric Railway Historical Association has obtained the well preserved body of Hamilton Street Railway double truck, double end two-man rear entrance car 403. Retired in 1934, the body of the car had been purchased by one Anglio De Benedetti and moved to Glanbrook, Ont., at a location on Highway 20, west of Tapleystown Road. Originally said to have been used as a shelter only, the car was later used for habitation and a house was ultimately constructed around it to the extent that it became lost to view and generally forgotten. The property on which the house was located was recently purchased by the Paron Cheese Co. of Glanbrook, which proceeded to demolish the structure. Upon the discovery of the body of 403 within the house, with its original HSR dark green paint and gold striping and numbers, the wreckers had the presence of mind to leave the car intact until they had notified the HSR. The latter, displaying an equal presence of mind, notified the OERHA and a new career for 403 was assured.

The body was moved to Rockwood by Chas. Matthews, regular car mover for the Association, on October 19th (see photo on Page 2). The excellently preserved condition of 403 is such that the OERHA is considering giving it restoration priority, and it will be mounted on a pair of Curtis D2 trucks (after not having been on trucks for 49 years!).

HSR 403 was a 1911-12 Preston rebuild on the underframe of an older car (Laconia, 1906) which had been purchased in 1908 from Boston along with certain other double truck and single truck city cars. On the Hamilton system, the 43'4" car had K-12 control, GE 1000 motors and Bemis trucks, and weighed 50,000 pounds. Its seating capacity for 50 passengers was provided by way of the "bowling alley" configuration, i.e., longitudinal bench seats for the full length of the car between the bulkheads. This will simplify the restoration of the car interior. A photo of 403 in service on the Aberdeen Ave. route can be found on Page 89 of CATARACT TRACTION.

In contrast to the above, the OERHA has decided not to acquire the body of Niagara, St. Catharines and Toronto Railway car 69, which formed part of the Henley Hotel at St. Catharines, because of the extent of deterioration.

--CP Rail's Little Current, Ont. branch (Sudbury Subdivision) has not had a train over it to Turner Yard since the spring of 1982. It is reported that the railway will sell its bridge to Manitoulin Island (over the North Channel) to the Province of Ontario.

--Dana M. Dawes

--CP Rail maintenance-of-way crews let out a cheer when they set a new Canadian record in late October for the total footage of continuous welded rail laid in one day. The 110-man work crew installed 3.2 track miles of rail on the railway's main line near Toronto, breaking the old record of three miles set earlier this year. In use was CP Rail's \$2 million rail changeout machine No. 5001-01 (see Newsletter 379), which replaces both old rails with new 1,440-foot lengths in one operation. This work crew replaced more than 180 miles of new rail with the rail changeout machine during 1982 in Ontario, Quebec, Manitoba and Saskatchewan.

--CP release

--CN intends to run-through Nakina, Ont. effective May 1, 1983, eliminating crew changes at that point. This will affect 58 employees resident in Nakina.

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