



Newsletter

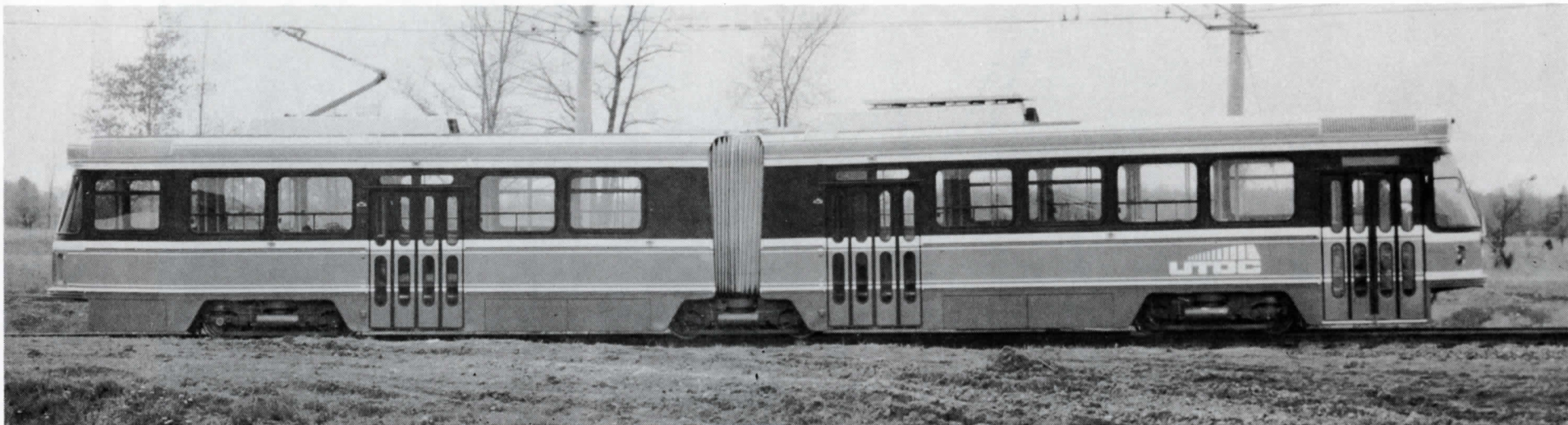
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UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



--MTC photo

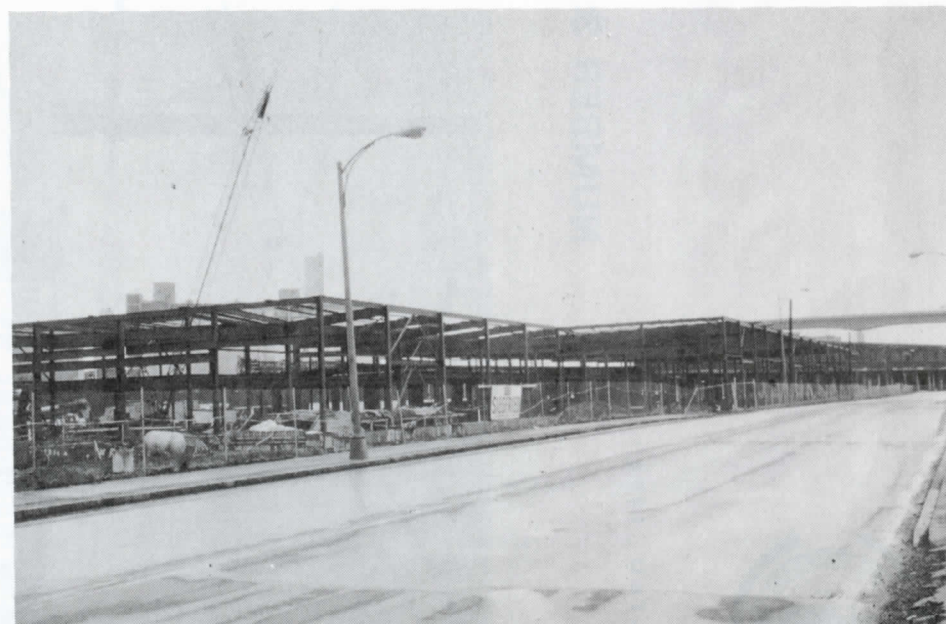
The Urban Transportation Development Corporation's recently completed articulated CLRV poses on the new LRV test track at the UTDC complex outside Kingston, in early May, 1982. The car's couplers had not yet

been installed when this view was made. The vehicle is 75.7 feet long. The paint scheme is similar to that on the TTC CLRV's, except that the main body colour is closer to orange than red. The car is single ended.



--CP Rail photo

CP Rail 404692, a standard 40-foot box car which has been converted into a "Dome Instruction Car" for teaching employees tank car safety. The interior has been equipped with domes, valves, other fittings and cutaway displays to demonstrate the components of most tank cars used on this continent. One wall display relates to tank car placarding.



--John Thompson photo

This view of the NFTA's LRRT shop looks west along South Park Ave. In the background may be seen the trainshed of the former DL&W Terminal, which is being incorporated into the LRRT facility, and the Buffalo Skyway. The building is at the foot of Main St., on the southern fringe of downtown Buffalo. The date: April 3, 1982.

VANCOUVER'S NEW TROLLEY COACHES

Information from Mike Roschlau

Flyer E901 model trolley coach 2701, the first of an order for 200 such vehicles for Vancouver (the Metro Transit Operating Co.), was delivered on March 26th and unveiled on April 2nd in a special ceremony. The latter took place at the Oakridge Transit Centre at Oak and 41st Streets at 9:30 a.m., when 2701 was piped out of the garage by piper Albert Duncan while being driven by MTOC Instructor Brian Voiel. Master of Ceremonies Alderman Alan Emmot welcomed the special guests, including B.C. Minister of Municipal Affairs William Vander Zalm, MTOC Chairman William Reid, Vancouver Mayor Michael Harcourt, Urban Transit Authority Vice-Chairman Mayor Derrick Humphreys (West Vancouver), Flyer Industries Ltd. President Douglas McKay and Transit Union President Hunter Wallace.

Mayor Harcourt then spoke briefly, welcoming the guests to Vancouver, and this was followed by a short address by Flyer President McKay, who then handed over a ceremonial key to Messrs. Vander Zalm, Reid and Emmot. MTOC Chairman Reid then introduced Union President Hunter Wallace, following which they jointly presented Mr. Vander Zalm with an MTOC driver's jacket and hat, making him an "honorary bus driver". The Minister then drove 2701 for about 100 yards, after which the Instructor took over for an inaugural run down 41st St. to Cambie and 49th, then returning to Oakridge Transit Centre.

About 30 modifications and retrofits are being ordered for the 199 remaining production models in the \$42.5 million order (\$225,000 per vehicle). The cost of the fleet is being shared by the Greater Vancouver Regional District and the Provincial Urban Transit Authority. Deliveries of No. 2702 and onwards were expected to commence in May, with four or five vehicles following each week until completion of the order in the fall of this year. The coaches feature solid state electronic chopper controls, which feed power to the 175-180 variable H.P. motor in pulses as required. The result is much smoother performance than in the case of older trolley coaches, devoid of jerky starts and stops. Motors and controls are supplied by Westinghouse. The vehicles have kneeling front suspension under which the driver can, upon activating a switch, lower the front end by some four inches, dropping the front step close to sidewalk level and making it easier for the elderly or infirm to board. The coaches also feature double stream entrance and exit doors, additional interior stanchions, and contoured seats.

Another innovation consists of the provision of eight heavy duty batteries to allow the trolley coach to move independently of overhead, at reduced speed, for a period of about ten minutes. This enables coaches to circumvent obstructions such as fallen overhead, or to short turn on an emergency basis without the benefit of overhead loops. The vehicles are energy efficient not only in the matter of chopper controls, but also by virtue of regenerative braking, by which power is fed back into the line upon decelerating. Power consumption is reduced by about 20% by comparison with older coaches, and a saving in operating costs also results from this efficiency. A feature readily apparent in the front cover photo of 2701 is the "king size" electrically powered front sign linen, making for much higher visibility. The coaches are painted in the Provincial UTA colours: white next to and above the windows, a wide orange band below the windows, and grey below that. The front end is totally orange below the windshield. It is, however, likely that this livery will be modified by GVRD, which wants to establish a distinctive colour scheme for the Vancouver transit system.

The new 2700-2800 series Flyers will replace Canadian Car-Brill coaches, some of which are over 30 years old. Vancouver is the last stamping ground for the dependable Fort William products, which were once seen on t.c. systems right across Canada. The longevity of the coaches in the west coast city stems not only from the wise decision to retain electrically powered operation but probably also from Vancouver's comparatively open winters, which largely spare transit vehicles in that city from the unconscionable use of road salt as practised in other Canadian cities.

MORE VANCOUVER NOTES: GVRD CALLS FOR SINGLE AGENCY TO HANDLE REGIONAL TRANSIT--The creation of a single regional transit authority to plan, operate and develop all forms of transit for the Lower Mainland has received approval in principle from the GVRD Board of Directors. The proposed authority would replace the present cumbersome arrangement whereby GVRD and the Provincial Urban Transit Authority share responsibility for transit planning and financing, while day to day operations are carried out by the Metro Transit Operating Co. The recommendation is contained in a report of a GVRD Transit Subcommittee which looked at ways in which Vancouver area transit operations could be made more efficient and more responsive to public needs.

Practical experience over the past two years, says the report, has revealed a number of problems with the present three-party structure. Foremost among these are inefficiency and duplication of effort, and a lack of clarity at both the staff and political levels as to which body is responsible for which aspects of the transit operation. GVRD Transit Committee Chairman Robert Bose sees greater fiscal responsibility and more accountability to local municipal councils and to the public if the report's basic recommendation is implemented. The Chairman expects that a single authority would result in considerable savings, both in dollar terms and in manpower. Under the present circumstances, all matters have to go before GVRD, UTA and MTOC for agreement, meaning duplication of staff and the loss of much time in negotiating back



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above address.

What does one do when the "horses's mouth" runs off in all directions? Page 9 of the April issue attempted to present responsibly and reasonably definitively the Province of Ontario's decision on the takeover (or non-takeover, if you prefer) of the VIA Rail Toronto area commuter services as excerpted from press reports. The ensuing month's developments were enough to show that it was premature to base an article on those reports.

Pleased as the Newsletter is to record that the greater part of the present Barrie run will be saved, there would have been much more pleasure involved in having been able to report that fact in the April issue and in also having been able to avoid the time and trouble taken in preparing and publishing an erroneous map. No, it is not the overly zealous enthusiast that the current railfan press has mainly to watch--the principal dangers lie in placing a too trusting reliance upon the daily press with all of its vagaries and inaccuracies, as well as, regrettably, upon certain information emanating from official sources, particularly in the case of larger organizations. It is to be remembered that a complex decentralized operation can breed a lack of efficiency in many areas, and the compilation and dissemination of concise, reliable information appears to be one of them. (This in no way refers to the ongoing public information services of GO Transit itself, which are second to none in the transportation industry).

And then again, perhaps certain flawed or erroneous first reports or rumours are a legitimate part of railway or transit history, and perhaps we should not be unduly concerned over reporting them (consciously or unconsciously) provided that they are ultimately identified for what they are. (Remember that order for twelve 4-8-4's placed by the CPR in 1946, as reported in the Newsletter?--it did have some foundation in fact). Reader comment on the subject would be welcome.

CP Rail

CP will spend more than \$17 million this year for new construction and improvement projects on its Atlantic Region. A major part of the program involves replacement of close to 235,000 ties at a cost of \$6.4 million. Of the total, approximately \$2.8 million will be spent to replace 92,000 ties on the Saint John Division--principally between McAdam, N.B. and Brownville Junction, Maine. Another \$2.3 million will be spent to replace 87,000 ties at various locations throughout the Eastern Townships as well as near Quebec City. In the Montreal area, \$1.2 million will be devoted to the replacement of 37,000 ties at various yard locations. A \$5 million program began in May to replace rail on 19.2 miles of double track between Beaconsfield and Vaudreuil on Montreal's West Island. Quarter-mile lengths of new 136-pound continuous welded rail are replacing the existing lighter rail. In addition, approximately \$550,000 is being spent to replace rail at various locations between Magog and Foster in the Eastern Townships.

More than \$2.2 million is being spent to replace various bridges on the Region. Major projects, involving the installation of new steel bridge spans, are scheduled in Scotstown, 25 miles west of Megantic, Quebec, and at St. Jean and St. Constant, south of Montreal. Eight hot box detectors will be installed across the Region at a cost of \$900,000. Three devices will be placed in the Montreal area, two near Trois Rivières, and one each near Quebec City, near St. John, N.B. and on the Lachute Subdivision between Gatineau and Hull. The additional installations will bring to 11 the number of hot box detectors located on the Atlantic Region. At St. Luc Yard in Montreal nearly \$800,000 is being spent for the installation of a closed circuit television system to improve accuracy in the recording of freight car arrivals and departures.

--CP Rail release

COVER: Spanking new Flyer Model E901 trolley coach 2701 is pictured at Vancouver's Oakridge Transit Centre on April 2, 1982, during the formal unveiling ceremony.

--Angus McIntyre photo, from Mike Roschlau

and forth.

The new structure, if agreed to by the other parties concerned, would be headed by a seven-man Board or Authority. Three of the members would be GVRD appointees (of whom two would be GVRD directors) and three would be appointed by the B.C. government. The seventh member would be chosen by mutual agreement of the other two parties. The report has been referred to the UTA, MTOC, the Capital Regional District and other interested parties for discussion before final consideration by the GVRD board and submission to the Provincial Cabinet Committee on Transit.

FARE INCREASE--Transit fares in Greater Vancouver increased on April 12th, both cash fares and FareCard, the monthly pass. The GVRD Board of Directors approved the increase by a vote of 40-24. The new fare structure is expected to remain in effect for the next two years. The adult cash fare rose from 60 cents to 75 cents; secondary school students' fares went from 30 cents to 35 cents, while senior citizens' and children's fares (ages 5 to 11) escalated from 20 cents to 30 cents. The price of FareCard jumped from \$24 to \$30 for adults and from \$12 to \$15 for senior citizens and children. The last increase in Vancouver transit fares occurred on February 1, 1981. GVRD is required by provincial legislation to set fares at a level that will cover at least 35% of operating costs. In 1982-83, revenue from fares is expected to amount to \$55.8 million. The transit deficit is shared 70/30 between UTA and GVRD. The latter's portion of the deficit is met through a combination of a tax on automotive fuel, a surcharge on residential hydro bills, and a levy against non-residential property. The total transit budget for Greater Vancouver for 1982-83 is estimated at \$159.6 million.

--latter two items from GVRD Newsletter via Peter Oehm

AGREEMENT ON COMMUTER RAIL; NORTH SHORE SERVICE STUDIED--The B.C. Urban Transit Authority and CP Rail have arrived at an agreement whereby the former will run a commuter passenger service from Port Coquitlam to Vancouver (17 miles). The final cost is higher than the originally estimated \$21 million, but less than the \$30 million put forward by CP. The freight-only trackage (main line) was used by THE CANADIAN to enter Vancouver until the route was changed by VIA, to use the CN station. At first there will be three stations on the line--Coquitlam Centre, Port Moody and CP's downtown Vancouver station. Connections will be made at the latter location with the ALRT system and the Seabus to the North Shore. Later, service is to be extended a further 24.6 miles along the CPR main line to Mission. The UTA has purchased five locomotives from the Quebec, North Shore and Labrador Railway; four of these Geeps will be used in the service and one will be stripped for parts. The Authority is negotiating with the Ontario Government for the lease or purchase of 22 surplus single level GO Transit cars. The initial service will consist of three trains in each of the A.M. and P.M. peaks on a 40-minute schedule. The runs are planned to be in operation by the fall of 1983.

Another study, carried out during the past spring, has examined the feasibility of operating a commuter service from West Vancouver on the British Columbia Railway across CN's Second Narrows Bridge to downtown Vancouver. The route, although nice for a fantrip, would be a very time consuming one. The cars would travel through the BCOL and CN freight yards in North Vancouver, across the Second Narrows Bridge and through the Thornton Tunnel to the Burlington Northern main line. Then a reverse movement would be necessary to travel downhill on the BN to the CN station, or alternatively to cut through Glen Yard (a grain storage yard) to the CPR main line and to the CP station at the foot of Granville Street. The two-month study was rejected by the UTA.

--Robert D. Webster

--CP Rail may be embroiled in another station fight, this time over the 1914-vintage Streetsville, Ont. structure. The railway has announced the installation of a new station and track maintenance unit at this location as part of its 1982 construction program in Ontario. In accordance with its usual practice, CP has offered the station for one dollar to anyone who is willing to remove it to beyond railway property. While the City of Mississauga is not believed to have taken any definite steps to intervene, to time of writing, one municipal official charged with administering the Ontario Heritage Act has told the press that the city may have to challenge CP in court if there is no meeting of minds on saving the station.

--Bob Sandusky



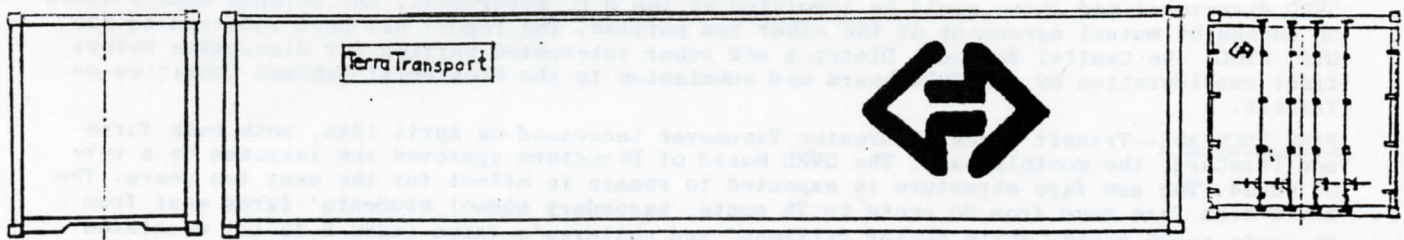
TerraTransport

NEWFOUNDLAND CONTAINERIZATION: CN intends to convert the main line service in Newfoundland to all-container within two years. The system will use two basic sizes of containers, i.e., 20-foot and 40-foot. For the eastbound haul, loaded containers will be moved by truck to the Conport facility (Toronto) or Montport (Montreal) for mounting on container flat cars. There

will be same day departure out of Toronto and following day departure from Montreal, with the mainland rail haul ending at North Sydney, Nova Scotia. The containers will at that point be placed on special chassis for shipment on any of the three CN Marine ships which serve Newfoundland on a daily basis, by contrast with the single car ferry now on the Port Aux Basques run. The containers will be placed on 3'6" gauge flats at Port Aux Basques and hauled by Terra Transport to one of three container terminals in Newfoundland, at Corner Brook, Grand Falls and St. John's. At these terminals the containers will be transferred to highway trailers for final destination. The westbound haul will be the reverse of the foregoing.

Freight cars other than container flats promise to become a rarity in Newfoundland following the inception of all-container service. The present practice of transferring standard gauge car bodies to narrow gauge trucks at Port Aux Basques will presumably become a thing of the past, as will the standard gauge track and standard gauge CN switchers at that location. While the new operation will not be particularly picturesque, it may well be the factor which makes the difference between ultimate total closing of the rail lines in Newfoundland and their continuation as a link in a viable transportation system.

The new service will provide seventh day delivery from either Montreal or Toronto. Specifications for the 40-foot containers are as follows:



MODEL: 05-749 Base Specification for 40'X8'X9'6" I.S.O. Tunnel Type Corten Steel Dry Freight Container. Built and tested for 60,000 lbs. (27216 kgs.) Payload beyond "ABS" requirements.

Dimensions & Weights	Outside	Inside
Length	40'-0" (12192)	39'-5-5/8" (12030)
Width	8'0" (2438)	7'-7-3/8" (2321)
Height	9'6" (2896)	8'-9-1/4" (2673)
Door Opening	90-3/4" (2305 wide X 102-1/8" (2594) high	
Cubic Capacity	2627 cu ft (74.4 cu m)	
Gross Weight	69,660 lbs. (31,597 kgs) - 6 high stacking	
Tare Weight	9660 lbs. (4382 kgs)	
Cargo Weight	60,000 lbs. (27216 kgs)	

Corner Castings:	Blair to ISO stds.	
Roof:	Welded construction cambered for drainage. Panels .075" thick type "A" Hiten steel. Front & rear have extended 3/16" thick hiten steel headers to strengthen roof and extra protection from top loading.	
Vents:	4 laborinth type as per ISO specifications.	
Front & Door Panels:	.074 Corten "A" steel corrugated for maximum strength.	
Sides:	Decal panels .074 "A" steel - others .060 corten "A" corrugated strategically for strength.	
Roof Bow:	1-1/2" square tubes welded to roof panels and top side rail	
Lower & Front Rail:	Special Hiten type "A" rolled steel section with built in floor support.	
Top Side Rail:	Special Hiten steel tubular member welded for strength to castings panels roof and roof bows.	
Corner Post:	Specially designed from Hiten steel to distribute stacking and racking loads of 6 high.	
Tunnel Construction:	Built from Hiten steel to I.S.O. specs and reinforced at sides for additional strength. Welded to side crossmembers front sill and to boxed channel member at rear.	
Crossmembers:	Special 4-7/8" high I sections made from Hiten steel mostly on 12" centres.	
Boxmembers:	Three (ISO requires two) boxed channel section at end of tunnel, and as per ISO location.	
Floor:	Heavy duty laminated and treated to Australian Health requirements tested for 16,000 lbs. fork lifts.	
Rear Doors:	Hitensile steel tubular frames welded together with corrugated panels. Dual lock rods model Minor # DL-BU and 5 hinges with 1/2" dia SS hinge pins, per door. Surrounded with dual neoprene riveted seal.	
Finishing:	Steam washed, primed and painted with Mobil cholorinated rubber paint for ultimate protection: the underside is protected with sprayed tectyl. 165G.	

The 20-foot containers will have the following dimensions, with construction details generally similar to those of the 40-foot length:

MODEL: # 05-755 Base Specification for 20'X8'X8'6" Dry Cargo Corten Steel Container To ISO, CSC & TIR requirements. Built and tested for 24 tons (52910 lbs) for maximum payload beyond ISO requirements by over 18%.

Dimensions & Weights	Outside		Inside	
Length	19'-10-1/2"	(6058)	19'-4-1/4"	(5912)
Width	8'-0"	(2438)	7'-7-3/4"	(2330)
Height	8'-6"	(2591)	7'-9-1/4"	(2369)
Door Opening Width	7'-7-1/8"	(2315)		
Door Opening Height	7'-6-3/4"	(2305)		
Cubic Capacity	1150 cu ft.	(32.6 cu M)		
Gross Weight	52910 lbs.	(24,000 kgs)	(9 high stacking)	
Tare Weight	4930 lbs.	(2236 kgs)		
Cargo Weight	47980 lbs	(21763 kgs)		

Note: For U.I.C. Weight Decal to reflect lower data.



CN's wholly-owned subsidiary Grand Trunk Corporation (present operator of Grand Trunk Western, Central Vermont, Duluth, Winnipeg and Pacific, Detroit Toledo and Ironton and Grand Trunk lines in New England) has signed a letter of intent to acquire the bankrupt Chicago, Milwaukee, St. Paul and Pacific Railroad, as announced on May 24th. The combination of GTW and the Milwaukee Road would create a system of approximately 5000 miles, extending the present

GTW system west and north-west from Chicago, including a CN link-up at Duluth by way of the DW&P. GT Corp. has been looking at acquisition of the Milwaukee Road since the fall of 1981 because of increased competition following deregulation and the importance of protecting present cross-border freight routes. GT would acquire the stock of MILW after the latter had been reorganized and would assume about \$250 million (half) of the present debts and obligations of the Milwaukee Road estate. The estate would retain certain unidentified railway properties in addition to various non-rail assets, which would be used to pay off shareholders and creditors. The sale must be approved by the ICC and U.S. District Judge Thomas McMillen who has been supervising the reorganization in bankruptcy of MILW. The transaction with GT Corp. would take about two years to complete, pending which GTW and MILW would continue as separately managed organizations. The eventual integration of the two railways would result in an operation having some 12,000 employees. The letter of intent calls for a definitive purchase agreement by July 1.



Toronto Area Transit Operating Authority

Conflicting announcements coming out of Queen's Park about expansion of GO Transit rail operations victimized the April issue of the Newsletter. First was the throne speech announcement in the Legislature by Premier William Davis, as reported in the April issue, about TATO's takeover of the VIA Rail Stouffville Budd car runs in addition to the short Union-Agincourt portion of the present Havelock service. The statement was made (or was it faulty press reporting?) to the effect that the Barrie train would not be assumed by GO Transit, leaving it to the not so tender mercies of Jean-Luc Pepin. Following this, in mid-March, York Region Chairman Robert Forhan, a member of the TATO Board, announced to the local press in his area that GO Transit would be taking over the Barrie service (one train a day each way) effective September 7, 1982, although cutting same back to Bradford. He also reaffirmed the Stouffville takeover, but said that the Havelock service would not be assumed from VIA, this statement being inconsistent with the announcement of combined rail-bus service to replace the inner end of the Havelock line, as made by Premier Davis. Mr. Forhan also told the press that consideration is being given by TATO to having the present Richmond Hill trains carry "opera period" passengers on the (now) southbound deadhead runs back to downtown Toronto following the P.M. rush. (Passengers using the trains in this manner would have to return to Richmond Hill by TTC subway and GO Transit bus from York Regional Terminal at the conclusion of evening events).

And, to add to the confusion, Ontario Minister of Transportation and Communications James Snow was quoted in the press on April 2nd as saying that he intends to recommend to Cabinet a significant expansion of GO Transit rail operations, involving the progressive institution over a five-year period of train service to Burlington and Oshawa (extensions of the Lakeshore service) and to Newmarket and Stouffville (CN Newmarket and Uxbridge Subs. respectively). Curiously, nothing was said about expanded service on the Milton line. Whether the announced extensions would constitute full (all day) service or something less is not known; certainly the mention of Newmarket and Stouffville would indicate that some better level of service than one train a day each way could ultimately be expected by those communities. Full service to Oshawa would necessitate the installation of a third main track on CN's Kingston Subdivision east of Pickering because of the intensity of freight train movements in this section. The cost of this trackwork together with associated signalling and station facilities has been quoted by

one GO Transit source as \$38 to \$40 million, although the press report on Mr. Snow's announcement mentioned a cost range between \$50 million and \$75 million. Burlington, already served by two A.M. trains from, and two P.M. trains to Hamilton, would seem to be the most likely candidate for a full service extension as no additional track capacity appears to be required, although Mr. Snow is presently less than convinced in connection with the latter point.

The poor on-time record of GO Transit during the past winter resulted in a spate of commuter complaints. GO Transit in turn blames CN, saying that CP Rail is operating the Milton service much more efficiently. Old hand commuters say that the situation has deteriorated over the past two winters, prior to which GO was noteworthy for its schedule keeping. There were complaints over the matter of overcrowding on GO trains on a scale not seen even on the TTC subway system. This is a situation which is a far cry from the nature of the service as conceived prior to start-up, when it was intended to offer conditions clearly superior to those involved in driving an automobile to downtown Toronto. The system, of course, is a victim of its own success and until electrification, as described in the ensuing section, can be implemented, interim measures such as signalling changes or intensification of parallel GO Transit bus services may have to be undertaken.

--York Region portion from Dave Stalford

LAKESHORE LINE ELECTRIFICATION STUDY (abstracted from an address by David Sutherland, Director, Development and Special Projects, GO Transit, before the Metropolitan Toronto Traffic Conference on May 13, 1982)--A full examination of what would be involved in electrification of GO Transit's Lakeshore service is under way, as a study jointly sponsored by TATO and the Provincial Ministry of Transportation and Communications (MTC). The impetus for conversion of at least the Oakville-Pickering section of the Lakeshore line to electric operation is expected to come from continued traffic growth, with the possibility of four to five-minute peak hour train headways being ultimately envisioned. Eventual operating cost savings, despite the high capital costs of electrification, would be anticipated, one aspect of same being a 35% saving in locomotive maintenance costs and another, of course, being the projected cost differential between electrical energy and fossil fuels. The Ontario Government also hopes that a new industrial capability for the Province could be developed around a local expertise in railway electrification. Mr. Sutherland noted that interest in electrification exists elsewhere in the country, with the Quebec, North Shore and Labrador and the Quebec Cartier Railways both looking at total conversion, while the British Columbia Railway is giving thought to partial electrification.

Although the Canadian Institute for Guided Ground Transport (Queen's University) carried out a study of GO Transit electrification in 1980 for the Ontario Task Force on Provincial Rail Policy, the results of that study are generally discounted by GO Transit staff because the study personnel did not have sufficient familiarity with the GO system. The CIGGT estimated that electrification of the Lakeshore line could be accomplished for \$53 million, but TATO acknowledges that the job will cost considerably more.

During 1981, under its BILD program, the Ontario Government set up both a Steering Committee and a Technical Committee for the purposes of conducting a GO Transit electrification study program. The Steering Committee consists of representatives of MTC, GO Transit, CN and Ontario Hydro, while the Technical Committee has representatives of all those agencies plus CP Rail and, as associate members, VIA Rail and the Toronto Terminals Ry. Co. The design study phase was expected to take from two to three years, while construction, if the government decided to go ahead with same, would take another four years. As there has been no major railway electrification in Canada since the Montreal Terminal project, over 60 years ago, there is understandably no organization in the country today with the capability to act alone as prime consultant. The government wished, however, to have submissions from joint ventures with Canadian participation. Accordingly, advertisements for prime consultants on this basis were placed on September 9, 1981 and resulted in 28 replies. Of these, 11 appeared to warrant serious investigation and were the subject of a call for more detailed submissions, particularly in the matter of demonstrated practical experience. The field was eventually narrowed down to three "finalists", as follows: 1. CPCS (CP Consulting Services/CANAC/SWEDERAIL (Sweden); 2. DELCAN/ELECTRACK (Britain); 3. CANATRANS/SOFRERAIL (France). CN and CP were not involved in the evaluation of submission No. 1 because of the participation of associated companies. The CANATRANS portion of submission No. 3 consisted of a consortium of three groups located in the Province of Quebec.

Presentations were made by the finalists on February 4 and 5, 1982. The DELCAN/ELECTRACK group was finally chosen, on the basis of extensive North American (U.S.) experience, including involvement with the well known firms of DeLeuw Cather and Louis T. Klauder and Associates. Following appointment, ELECTRACK has looked at all of the present GO Transit rail system and concluded that only Oakville-Pickering merits a study of electrification at this time. The consultant has estimated capital costs of between \$81 and \$90 million for the project, far in excess of CIGT's \$53 million.

Two basic systems are being evaluated, i.e., 25,000 Volts A.C. and 50,000 Volts A.C. The former is the European standard and has certain U.S. applications, such as the North-East Corridor. The latter, however, has over the last 10 years become the preferred system for certain applications. Fifty KV requires fewer substations and lighter structures, although greater overhead clearance is necessary; generally speaking, it is now the choice for longer distance installations through essentially rural areas. Twenty-five KV, on the other hand, still has the advantage in urbanized areas, a principal factor in this being its 18"-24" lower clearance requirement, a consideration when many overpasses are encountered. Even if 25 KV were selected for the Lakeshore line, a number of overhead structures would require to be raised or, alternatively, the trackbed lowered. Nevertheless, a rough estimate of the cost of alterations to overhead structures on the Lakeshore line indicates that adoption of 50 KV would require

five times the outlay that would be involved with 25 KV. Vertical clearances are 16 feet for GO Transit bilevel cars, 20 feet for trilevel auto cars and 22 feet for 25 KV overhead. It is expected that catenary construction, designed for 80 to 90 m.p.h. operation, would be used on main line tracks, while direct suspended construction (trolley wire) would be used in yard areas.

One factor which might still give the Ontario Government pause before going ahead with the scheme is the fact that, despite the massive investment in electrification, CN would still in effect control everything. The Province is clearly not happy with the situation, nor with CN's present attitude of turning a large profit at the expense of another organization which does not have profit as its motive. There are technical unknowns at the present time which will have to be the subject of engineering decisions. One of these is whether to adopt "on track" or "off track" methods for construction and maintenance of the overhead ("on track" means essentially closing the track which is being worked on to regular service so that rail borne equipment may occupy it, while "off track" would maintain regular service, presumably by the use of highway or road-railer equipment which can work at the side of the track with overhead platform extensions. Another matter to be determined is the number of tracks to be electrified along those sections of CN's Oakville and Kingston Subdivisions where there are three or four tracks (the trade-off between additional operating flexibility and greater capital costs). There is also a concern over interference with public communications systems, a problem that is particularly likely if 50 KV transmission is chosen. GO Transit further recognizes already that the Railway Transport Committee of the Canadian Transport Commission does not have expertise in railway electrification and that the Committee will have to be "brought along" with the project in order that it does not erect roadblocks through lack of understanding.

MTC-GO Transit are fully aware that they will probably be setting the standards for railway electrification in Canada, particularly as the Lakeshore line forms a vital segment of the Quebec City-Windsor corridor. Participation of the two major railways and VIA Rail on the Technical Committee is particularly important from that standpoint. The odds at present appear to favour selection of the urban-oriented 25 KV system. It appears that GO Transit is thinking only in terms of the use of electric locomotives to haul the bilevel cars, and is not contemplating the use of electrically propelled M.U. cars. Nevertheless, the commencement of electric operation is probably still 10 years away, even with a favourable government decision at the conclusion of the present design study phase. Much could change in respect to planned operating practice over a 10 year period. If headways do shorten to something in the order of five minutes at peak hours, the Lakeshore service may in the more distant future increasingly take on the aspects of a rapid transit line, and the use of M.U. passenger equipment could be expected to be one of these (the last three sentences are editorial conjecture, and did not form part of Mr. Sutherland's presentation).

At the outset of his remarks, Mr. Sutherland made mention of one other major project which GO Transit may undertake at some undetermined time in the future, one which has had fleeting mention in the past. This is the construction of a connecting link between the CN Bala and Newmarket Subdivisions north of Richmond Hill, which would enable the Richmond Hill and Newmarket/Bradford rail services to be combined, with four A.M. trains and four P.M. trains operated via Richmond Hill at least from and to Newmarket. (If this link was constructed GO Transit would finally have a segment of main line trackage of its own, and it could gouge CN for the use of the cutoff at the time of derailments or other emergencies).

MOTIVE POWER NEWS

- GO Transit has agreed to purchase seven Rock Island GP40's for \$6.5 million from Chrome Crankshaft, a midwestern equipment dealer. The RI numbers are not known at this writing, nor are the numbers which the units will assume on GO's roster, where they will join 11 wide cab GP40's, eight GP40TC's (GO Transit's original locomotives, built in 1966), and six F40PH's. The RI units have been overhauled by Chrome Crankshaft, and GO Transit expects to have them running in time for the startup of the Bradford and Stouffville trains on September 7.
- The National Railways of the Cameroons (Africa) has ordered 10 Bombardier diesel locomotives, with spare parts, for a value of \$13.4 million. The units, financed by the Export Development Corporation and the Canadian International Development Agency, will be built in early 1983.
- CP Rail has placed a \$70 million order with Diesel Division of General Motors for 50 new locomotives, comprising 30 SD40-2's and 20 GP38-2's. Delivery of the SD40-2's is scheduled between December, 1982 and February, 1983, while the GP38-2's, intended for use on secondary lines in Western Canada, will be delivered by the end of March, 1983. The order is expected to involve 300,000 man-hours of work at the London plant. CP says that the units have been ordered, despite the recent traffic slump, to assist in the handling of anticipated heavy grain shipments during the 1982-83 winter season.
- Notwithstanding the Cameroons order mentioned above, Bombardier Inc. was planning to lay off about 300 employees at the Montreal (MLW) plant by the end of May, this being in addition to some 119 employees laid off since the beginning of 1982. About 1000 hourly rated employees were on the workforce at that time.
- The Thurso and Nation Valley Railway has acquired another GE 70-ton unit from the used diesel market, this time from Georgia. The locomotive will bear the number 13. It joins T&NV 70-tonners 7, 11 and 12 plus GE yard switcher 10. The receipt of No. 13 allows the railway to dispose of GE 25-ton single truck unit No. 6. The T&NV is a lumber carrying line running from Thurso, Quebec (about midway on CP's Ottawa-Montreal north shore line) some 70 miles northerly into the woods.

--"Branchline"



• Total system riding (revenue and transfer passengers) on the TTC surpassed that of Chicago, the second largest U.S. city, in December, 1981. While the Chicago Transit Authority carried 51,748,000 passengers that month, the Toronto system accommodated 54,132,000.

--TTC "Coupler"

• The active PCC fleet is now down to the 172 heavy rebuilds (the 173rd car, 4504, is now the Hillcrest training car). The last second hand and other non-rebuilt PCC's (17 active cars) were retired at Russell Carhouse

on Friday, April 30th, the list of same comprising the following: Class A-6: 4325, 4349, 4353, 4382. Class A-7: 4413, 4414, 4423, 4441, 4447, 4457, 4476, 4480, 4483. Class A-9: 4558 (ex-Cincinnati). Class A-12: 4684, 4690, 4697 (ex-Louisville--Cleveland). 4325, 4483 and 4697 had been stored unserviceable at the carhouse. The last operations of Class A-9 and A-12 were: April 21: 4558, Route 506, Run 41. April 23: 4684, Route 504, Run 32, and 4690, Route 504, Run 29.

• The number of active PCC's matched that of the CLRV fleet (196 cars) on March 17th with the retirement of A-7 4488; two days later the number of active PCC's dropped below the CLRV total for the first time with the retirement of A-12 4696. Again, training car 4504 is not included in the totals.

• It is reported that the Toronto and York Division of the CRHA has advised the TTC that it is not in a position to accept delivery of A-7 Class PCC 4444, which had been held for the Division for preservation at its Harbourfront rail museum. The car has accordingly been authorized for scrapping.

• As of May 11th the following trolley coaches had been painted in the Commission's new livery: 9200, 9239, 9245, 9262, 9304, 9309, 9313, 9319, 9320, 9321, 9328, 9337, 9339, 9341, 9348, 9350 (16 coaches out of the active fleet of 150).

--David Onodera

• On the subject of trolley coaches, nothing whatsoever has been heard recently in respect of the "transit electrification plan"; it appears increasingly that the whole project to intensify usage of the existing t.c. fleet by way of line extensions (without buying any new vehicles) has been shelved, as was the Spadina street car line proposal. Certainly the first phase of overhead extension, which was to have occurred in 1982, does not seem to be possible of accomplishment now.

• After all these years, Winnipeg has a PCC car. TTC A-6 class 4349 has been acquired by the Midwestern Rail Association (1975) Inc. for operation on a trolley line to be constructed by that organization on a 14.8 acre parcel of land in South Winnipeg. The Association desires to have a street car operation as part of its Museum of Western Canadian Railway Heritage and Technology, but no car equipment was available locally at this late date, hence the decision to acquire a Toronto car. The PCC's eastern origins will however be masked, as the intention is to paint 4349 in Winnipeg colours (current or Winnipeg Electric?). The car was handpicked by TTC personnel as the best of the cars retired on April 30th (see above). It was picked up by flatbed trailer truck at Hillcrest at 4:30 P.M. on May 25th for the long trip west.

• Ex-Cincinnati car 4551 has been put aside at the request of two Russell Subdivision operators who plan to preserve it.

• Subway Crane Car RT-1 is undergoing a complete rebuilding in Greenwood Shop. The entire deck frame is being replaced with a new 44-foot long frame constructed in Greenwood utilizing two frames salvaged from H-1 class cars (5388, 5389, 5390) destroyed in the 1976 Christie Station fire.

• The fourth car retired as a result of the Christie fire, 5391, the body of which remained essentially intact, is approaching completion as an ultra-sonic rail test car, to be renumbered RT-23. An operating cab having dimensions of 26' by 7' has been installed at one end of the car to house the ultrasonic equipment and controls.

• Tenders will be called at the end of June for between 26 and 60 new subway cars. The order quantity within this range is undetermined, and will depend on the bids received. Of the cars to be ordered, 18 (three trains) are intended to augment present service, while the remainder would permit the retirement of a number of Gloucester cars. A later order would be placed to replace the balance of the subway's British-built original equipment.

• The caption under the photo of the ICTS car mockup in the May issue unfortunately requires correction. The unit pictured was not built by the TTC in Hillcrest Shops--it was constructed by Disney Productions (a Toronto organization which constructs models and displays) to the order of UTDC and then presented to the TTC during the first week of April in fulfilment of one section of the service agreement between the two organizations respecting the Scarborough ICTS line. The mockup will be used to test interior finishes and fittings, exterior liveries, etc. The mixup in the photo caption had its origin in the fact that a partial dimensional mockup was built in Hillcrest (without ends or glazing) in late 1981 to test window and door sizes and seating arrangements. This had followed a small mockup of an ICTS car cab built in Hillcrest in the fall of 1981 to prove the need of a larger cab than UTDC had designed for the Vancouver ICTS (ALRT) application.

• The TTC has published a new, totally redesigned "Ride Guide" (system route map) dated April 1982. For the first time, the routes (unfortunately undifferentiated as to surface vehicle types) are printed on a field consisting of the complete street pattern of the Metropolitan area (following the example of the long famous Philadelphia route map). Subway station names are plotted on the map, as are GO Transit rail lines and stations and connection points for independent suburban bus operators (the predecessor "Ride Guide" has the two last mentioned features). A larger scale map of the central area, in the same format, and an abundance of general information complete the attractive and colourful brochure. One interesting point in

the listing of night services is the designation of the Queen night car (which is extended over the daytime Long Branch route) as 501/507. (This is not displayed on the cars, which use simply 501). The guide lists the Commission's grand total of passenger vehicles as 2445, and they operate on 754 miles of regular routes. The guide folds up to dimensions smaller than that of its predecessor, to a handy pocket or purse size. The TTC deserves commendation for an excellent production. Copies may be obtained from subway collectors, by calling (416) 481-4252, or by writing to TTC Marketing and Community Relations, 1900 Yonge St., Toronto M4S 1Z2.

RTC decisions, etc. by Brian C. Nickle

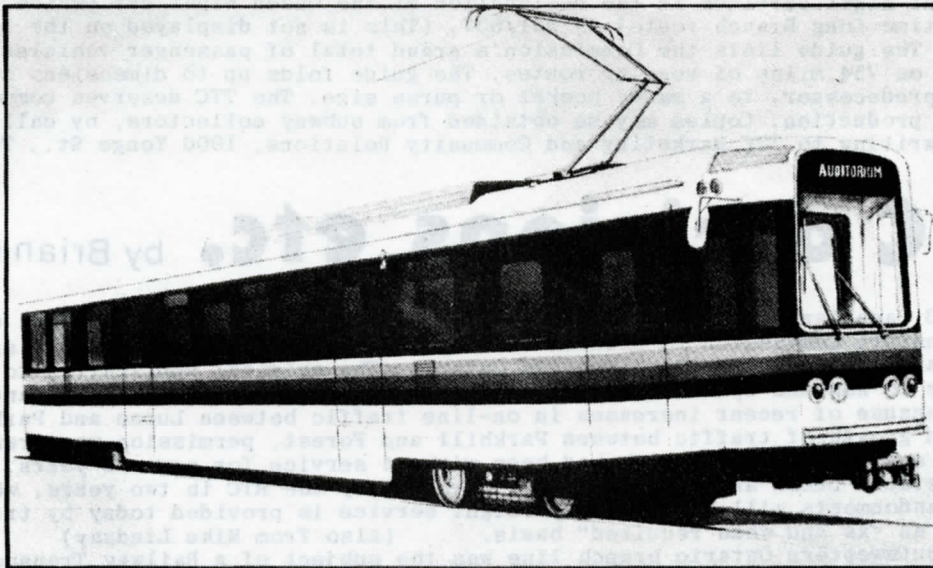
- On April 13 Canadian National received permission from the Railway Transport Committee of the Canadian Transport Commission to abandon rail operations on the Forest Subdivision between Forest and Sarnia Junction in Southwestern Ontario. The original application to the RTC asked for authority to abandon operations between Lucan and Sarnia Junction--a distance of nearly 52 miles--but because of recent increases in on-line traffic between Lucan and Parkhill, combined with expected growth of traffic between Parkhill and Forest, permission was granted only to abandon that section of track which had been without service for several years. However, train operations between Lucan and Forest will be reviewed by the RTC in two years, when a decision on future abandonments will be made. Wayfreight service is provided today by train 581 out of Stratford on an "as and when required" basis. (also from Mike Lindsay)
- A second Southwestern Ontario branch line was the subject of a Railway Transport Committee order on May 7. At that time, CN was granted permission to abandon the Talbot Subdivision between Port Stanley and a point near St. Thomas. Rail operations to Port Stanley had been suspended since a washout occurred at Mileage 20.5 in February, 1976. After the washout, CN offered to truck any traffic from potential Port Stanley customers to St. Thomas at CN's expense, and told these customers that the rail line would be repaired if enough traffic was generated through the trucking program to justify the expenses required for the repairs. However, none of the customers at Port Stanley took advantage of this offer. The balance of the Talbot Sub.--originally built between 1853 and 1858 as the London and Port Stanley Railway--between Walton Jct. (in London) and St. Thomas will survive, and has daily freight service.
- On March 19 the RTC denied an application by CN and VIA Rail to discontinue passenger services between Jasper and Prince Rupert, British Columbia. The actual losses on this route--which was reduced to tri-weekly and extended to Edmonton on November 15, 1981--for 1980 were \$7,065,000, bringing the total amount lost between 1976 and 1980 to approximately \$28.2 million.
- On January 20 the RTC dismissed an application by CN to abandon train operations on its Mount Royal Subdivision in the City of Montreal.
- On March 19 the RTC granted permission to CN to remove the agents and station buildings at Hawkesbury, Ont. and Valleyfield, Quebec; the agents at Dorval and Coteau, P.Q., and the station buildings at St. Jerome, Ste. Anne de Bellevue, and Huntingdon, P.Q.
- On May 4, VIA Rail Toronto-London train No. 661 was involved in a crossing accident and fatality on the Guelph Sub. two crossings west of Shakespeare, Ont. No. 661 collided with an automobile, killing the driver, and had extensive damage to the front of its leading unit, RDC-2 6202. The two trailing Budds, RDC-9 6005 and RDC-1 6121, experienced flat wheels, and as a result, all three units were taken out of service and left in the siding at Shakespeare for forwarding to Toronto as a special move later that evening. A bus was chartered to the accident scene and removed the passengers to Stratford. At Stratford, London-Toronto train No. 664 was turned back to London to handle No. 661's passengers. No. 664's passengers were then bussed from Stratford to Toronto. No. 664's equipment returned to Toronto from London as train No. 666.
- CN Toronto-Sarnia train 415 has been operating via the Guelph and Thorndale Subdivisions on a fairly regular basis since mid-April. Several interesting lashups of power have been observed, such as on May 11, GP40-2w's 9620, 9651, 9629, 9638, 9550, and M636 2317, and on May 12, GP40-2w's 9599, 9661, SD40 5031, M636 2326, and C630 2031. It is expected that train 415 will be routed via Guelph and Stratford on a permanent basis in the near future.

LETTER

Bruce Cole's Florida trip report made some very valid points about Amtrak's deficient dining car arrangements. Dinner reservations are certainly to be preferred over standing for an interminable time in a diner corridor. I believe the answer to his question as to why the MONTREALER's sleepers were on the front end near the noise of the whistle is the fact that the train is not turned at the terminal cities. Thus, northbound, the sleepers would be at the rear. I do not know the reason in the case of the SILVER STAR, but possibly it has to do with the necessary splitting of the train in mid-Florida. The long distance trains were not washed very often during the winter months, unfortunately.

It was surprising to hear that the track south of Washington rode better than in the North-East Corridor, considering the massive sums spent in upgrading the latter, which is four tracks for much of its length, not two and three. Mr. Cole's opinion of the scenic values of the NEC seems unduly harsh. He is right in part, but north of Wilmington there is a nice stretch along a waterway, and between Wilmington and Baltimore there is much rural area and several long bridges, including the very scenic one over the Susquehanna River. Wouldn't it be nice if the few trains we have left could be run as competently as we know is possible?

--E. Everett Edwards, Abington, Pa.



The above sketch shows the appearance of the 33 cars which the Niagara Frontier Transportation Authority has ordered from the Tokyu Car Co. of Yokohama, Japan for Buffalo's LRRT line. The equipment will be double ended, non-articulated, and designed for both high platform and street level boarding. Basic specifications for the cars are as in the following:

Length 66'10" Width 8'7" Weight Empty 66,000 lbs. Seating Capacity 49
 Normal Total Capacity including standees 143 Crush Capacity 217 Maximum Speed 50 MPH
 (tunnel), 28 MPH (surface) Current Collection Pantograph Control Westinghouse Chopper
 Doors Sliding, with door pockets, three per side, 45" width, two per side have folding steps
 for surface operation Cost per Unit \$630,000 (approx.)

The cars will contribute to energy saving not only by virtue of the chopper control system but also through the use of regenerative braking. They will feature air conditioning and will have a metal clad floor covered in colour co-ordinated rubber. Stainless steel will be used for interior body finish and seatbacks; windows will have bronze tinted safety glass. There will be a two-way emergency communication system and provision for wheelchair lockdown.

--information from NFTA

--NFTA has established a fenced compound for rail delivered for LRRT construction, at Main St. and South Park Ave., north of the carhouse. Stocks of both T and girder section steel, as well as specialwork parts, are in evidence in the yard. The T rail is presumably for use in the carhouse-shops complex. Structural steel for the new shop building, to be attached to the east end of the carhouse, was essentially in place in early April, time of the photo appearing on Page 2. The shop will be equipped with an overhead crane, jacks for lifting car bodies, an automatic car washer and a body and paint shop. Two of the three shop tracks will have pits. New brickwork has been placed between the support pillars of the old Lackawanna Railroad station structure to form the exterior carhouse wall. The carhouse, which will have a 60-car storage capacity, will have a traction power substation, as well as quarters for operating personnel, on the second floor.

The concrete foundation slab for the surface track between South Park Ave. and the tunnel portal appeared to be essentially complete in April, including bases for the centrally located overhead poles. NFTA will concentrate on surface track construction during the summer and fall of 1982, so that rail laying can continue in the tunnel section next winter.

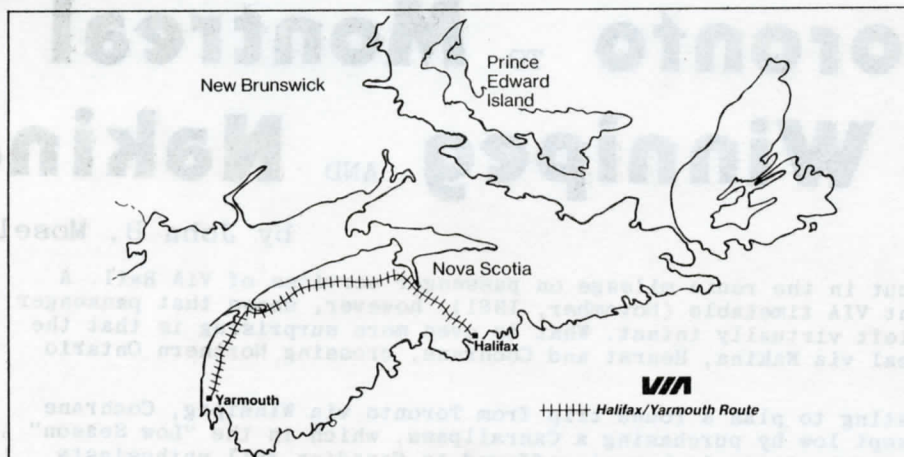
CROSSING ACCIDENT CAMPAIGN LAUNCHED--Pilot projects have been launched in four provinces to reduce or eliminate, if possible, accidents at railway grade crossings. In the initial stages 'Operation Lifesaver' will operate in British Columbia, Alberta, Saskatchewan, and New Brunswick. The program parallels a campaign in the United States and is being funded by Transport Canada, the Canadian Transport Commission, and the railways through the Railway Association of Canada. The Canada Safety Council is playing a major role in promoting the campaign.

Some interesting accident facts are said to have "emerged" from initial studies, although they are old hat to railroaders:

--Many vehicles run into the sides of trains; many accidents occur at crossings with warning signals; drivers have little comprehension of a train's ability to stop; accidents occur even at crossings with lights, bells and barriers.

Little research has been done to determine why drivers ignore warnings, and the situation has been complicated by the fact that there are few survivors of crossing accidents. Longer trains are thought to be a cause, increasing drivers' impatience at waiting. Double tracks pose a particular danger when drivers cross after one train has cleared the crossing, but don't expect or look for a second train coming from the other direction.

--Bob Sandusky



NOVA SCOTIA

BUDD CAR SERVICE

HIGHLY SUCCESSFUL

In Newsletter 372 (October, 1980), Pages 3-5, Raymond L. Kennedy reviewed in detail the CTC's November, 1979 report and subsequent Order whereunder an improved Halifax-Yarmouth Railiner service was to be instituted by VIA Rail for a one-year trial period. The service has turned out to be one of the outstanding success stories in rail passenger service in North America in recent years. From an average of 17 passengers per trip when the runs were operated by the Dominion Atlantic Railway, patronage had grown six-fold to an average of 104 riders per trip by September, 1981, at the end of the experimental period. The CTC has ordered VIA and the DAR to continue offering what the Commission calls "a valued and proven component of the transportation system of the region". VIA's principal problem now is the necessity to accommodate standees.

Community involvement along the line has played a major role in the dramatically increased patronage of the Budd car service. A convenient schedule, offering same day return service, spruced up stations and new shelters and extensive promotional campaigns have all done their part to effect the turnaround in patronage levels. Before the start of the experiment, VIA spent \$6.80 for every dollar of revenue from the trains. After one year of the experimental service the ratio had been lowered to \$3.00/\$1.00, and during the latter six months of that period it had been still further reduced, to \$2.10/\$1.00. Of the six performance criteria which the CTC had established to measure the success of the experiment, only on-time performance fell below the expectation (80% O.T.), but this was in effect a measure of the success of the operation. The high traffic volumes and numerous flag stops (not built into the schedule) have at times caused delays--but they are delays of the kind that passengers can understand and appreciate.

--based on information in VIA Rail "Vialogue"

● THAT MYSTERIOUS MOGUL--Due to the persistent research of Jacques Messier in reviewing possible locations of "Armstrong Lake", the authors of "Canadian National Steam Power", Anthony Clegg and Raymond F. Corley, believe that they have located the lake from which "CN 417", as the J.D. McArthur Co. 2-6-0 No. 22, was reported as not being recoverable, in the CN Motive Power retirement record of October, 1920 (see "Where is CN 417", Newsletter 386, Page 7). Mr. Messier redirected the authors' attention to the lake in Manitoba on the Hudson Bay Railway. While several locomotives of this class were used on McArthur contracts on the Northern Alberta Railways, the company also had the contract for construction of the first 214 miles of the HBR to Pikwitonei, about 10 miles south (short of) Armstrong Lake. When this possibility was examined a few years ago, the writer's research led him to dismiss it, as the account of the HBR construction stated that the line reached Pikwitonei and that construction then ceased in 1917.

But consultation of a more definitive account now indicates that the rails had reached mile 333, although when work ceased and the McArthur contract was closed, the Canadian Government Railways operated a service to mile 214. Hence, by 1917 at least, McArthur was constructing over the south arm of Armstrong Lake. After 1917 it is likely that locomotives ventured beyond mile 214, operated by either McArthur or the CGR, to close camps, take in materials, etc. In September 1919 the McArthur locomotives were officially accepted into the CN roster. Mogul 22 could thus have been lost by McArthur, or the CGR/CN, in the period up to October 1920, and have been "written off" only on the latter date. Further research suggests starting at that date and working backwards, and the assistance of CN Archives and the Manitoba Archives on the construction history of the HBR, and on J.D. McArthur, will be sought. In addition to determining the date of the incident in which No. 22 (417) was lost, we may also learn the cause of the occurrence (washout, collision, excessive speed, etc.).

Authors Clegg and Corley wish to convey their thanks to Mr. Messier for redirecting their attention to this location.

--Information from R.F. Corley

--Metro Canada Ltd. (UTDC subsidiary) has lost out as the second lowest bidder on an order for 50 light rail cars for Port Authority Transit's (Pittsburgh) South Hills area street car system. The Metro Canada bid was \$52.5 million, while Siemens Corp. was low bidder at \$48.8 million, just under \$4 million below PAT's pre-bid engineering estimate. The Siemens-DuWag articulated units will have final assembly performed in the Pittsburgh area.

HOW TO TRAVEL FROM **Toronto** TO **Montreal** BY WAY OF **Winnipeg** AND **Nakina**

by John B. Moseley

Much has been made of the 20% cut in the route mileage on passenger services of VIA Rail. A close examination of the current VIA timetable (November, 1981), however, shows that passenger services in Ontario have been left virtually intact. What is even more surprising is that the service from Winnipeg to Montreal via Nakina, Hearst and Cochrane, crossing Northern Ontario is still operative.

With this in mind it is interesting to plan a round trip from Toronto via Winnipeg, Cochrane and Montreal. The cost can be kept low by purchasing a Canrailpass, which in the "Low Season" costs \$160 for 15 days--surely the best single bargain offered to Canadian rail enthusiasts anywhere. Perhaps the best period for the trip would be the last two weeks in May, taking advantage of the long daylight hours, yet avoiding the summer tourist season.

Days 1 - 3: Train No. 1, THE CANADIAN, Toronto-Winnipeg, 1236 miles. Daily. Average speed 35 m.p.h. Depart Toronto 23:59, arrive Winnipeg 10:00.

We start our journey from Toronto Union Station. The train started its transcontinental trip from Montreal in the late afternoon. However, one could make an extra day's use of the rail pass by joining the train at St. Clair Avenue Station, some five miles out of Toronto Union, at 00:15. No mention is made in the timetable that St. Clair Avenue Station is within the boundary of the City of Toronto. One hopes that the traveller would have secured a sleeping car berth, for even one night sleeping in a coach can dampen the enthusiasm of even the most ardent rail buff.

At 07:30 the train reaches Sudbury where there is a stopover for 35 minutes. This is an excellent opportunity to stretch one's legs, check on the consist of the train, and to chat with the engineer and the conductor of the train.

For the rest of the day the train travels through the seemingly endless forests of Northern Ontario and along the north shore of Lake Superior. After leaving Thunder Bay at 01:15 we awake on the third day of our trip still in the forest wilderness of Northern Ontario. Taking a hearty breakfast in the diner, we can observe the abrupt transition from forest to prairie an hour or so before arriving in Winnipeg at 10:00.

After freshening up at the Fort Garry Hotel just a block from the VIA station, we have a day to spend in Winnipeg. A visit to the impressive former CPR Winnipeg station is a must. Provided that we are there on the right day, we may be able to photograph the tri-weekly train leaving from the VIA (former CN) station at 17:50 on its way north to Churchill.

Days 3 and 4: Train No. 8, unnamed, Winnipeg-Nakina, 503 miles. Three times weekly (Mon.-Wed.-Fri.). Average speed, 38 m.p.h. Depart Winnipeg 20:15, arrive Nakina 10:35.

This train runs three times weekly from Winnipeg to Capreol--a distance of 931 miles. However, we are going only as far as Nakina, covering a distance of 503 miles. Leaving Winnipeg we are soon back into the bush country of Northern Ontario. No fewer than 12 stops are made between Winnipeg and Nakina. Many of the patrons of this train are noted for their high spirits and raucous behaviour--all the more reason for taking advantage of the sleeping car facilities provided.

Arriving in Nakina at 10:35, we have a wait of a little more than 24 hours before catching the eastbound train to Hearst. It is significant that the tri-weekly eastbound train from Winnipeg arrives in Nakina on Tuesdays, Thursdays, and Saturdays. However, the three eastbound trains from Nakina to Hearst leave on Sundays, Wednesdays and Fridays. Clearly, VIA Rail is not particularly concerned with providing a convenient rail service from Winnipeg to Northern Ontario. Nakina, with a population of about 1000, has one motel. It would be well to reserve a room in advance. The prospect of spending a night on a park bench is scarcely an inviting one.

Day 5: Train No. 272, unnamed, Nakina-Hearst, 144 miles. Three times weekly, Sun.-Wed.-Fri. Average speed, 24 mph. Depart Nakina 11:30, arrive Hearst 17:30.

It should be noted that this train provides no food service of any kind, despite the fact that the journey takes six hours. It would be advisable to take along a thermos flask with a hot drink and sandwiches. Arriving in Hearst at 17:30, we again have an overnight stay, for the daily bus service to Kapuskasing left at 16:15--less than one hour before our arrival. One cannot help wondering whether this sort of time-tabling is done deliberately to dissuade people from travelling on the train.

Hearst proves to be quite a metropolis, with a population of over 5000, and there should be no difficulty in finding accommodation for the night.

Day 6: No. 568, unnamed, Hearst-Kapuskasing, 60 miles. Daily. Average speed 42 mph. Depart Hearst 16:15, arrive Kapuskasing 17:40.

This is the only section of the trip where we travel by bus; it is also the first part of the trip where our average speed is in excess of 40 mph. We arrive in Kapuskasing at 17:40 with

only 15 minutes to wait before we join the train to Cochrane.

Day 6: No. 128, THE NORTHLAND, Kapuskasing-Cochrane, 69 miles. Daily. Average speed 43 mph. Depart Kapuskasing 17:55, arrive Cochrane 19:32.

This train begins in Kapuskasing and ends in Toronto. We are travelling only as far as Cochrane. We could perhaps take advantage of the dining car service although our meal would be rather rushed. Arriving in Cochrane at 19:32 we again find that we have an overnight stay, for our thrice-weekly train to Senneterre, Quebec has left some three hours previously. Cochrane (pop. 4800) is a jumping off point for trips to Moosonee on James Bay, a distance of 186 miles by the Ontario Northland Railway. While we are waiting for the train to Senneterre, we could visit the Cochrane Railway and Pioneer Museum. The complex includes Temiskaming and Northern Ontario (now ONR) 2-8-0 137, ex-CNR 2164.

Day 7: No. 136, unnamed, Cochrane-Senneterre, Quebec, 184 miles. Tri-weekly (Sun., Tues., Thurs.). Average speed 33 m.p.h. Depart Cochrane 16:25, arrive Senneterre 22:00.

Again there is no food service of any kind. The next opportunity we will have for getting a meal is the following morning. A box lunch and a thermos flask containing a hot drink should be obtained before the journey. We arrive in Senneterre after dark with little time to spare before our next connection from Senneterre to Montreal.

Day 7-8: No. 134, unnamed, Senneterre-Montreal, 437 miles. Average speed 34 mph. Tri-weekly (Sun.-Tues.-Thurs.). Depart Senneterre 22:35, arrive Montreal 11:35.

Desirably, we will have reserved a sleeper for this section of the journey. We have time for a leisurely breakfast in the diner before arriving in Montreal. If one is interested in the consist of the train, it would be wise to check on the identity of the diesel hauling the train before arrival in Montreal. Quite often the unit uncouples from the train and moves off immediately after arrival.

Day 8: No. 65, THE RAPIDO, Montreal-Toronto, 335 miles. Average speed 72 mph. Daily. Depart Montreal 13:00, arrive Toronto 17:40.

For the first time on our trip we have a schedule averaging over 50 mph. Even with easy gradients and excellent track, speeds are modest as compared with those in Northern Europe and Japan.

We arrive back in Toronto eight days after setting out. Travelling on seven trains and one bus we have covered 2968 miles at an average speed of 37 mph. We have noted the very poor passenger service in Northern Ontario where it takes no less than 58 hours, 30 minutes to travel from Nakina to Senneterre, a distance of 457 miles. This gives an average speed of less than eight miles an hour. It may well be that VIA Rail holds the dubious record of having the slowest rail service in the world on standard gauge track. It is particularly unfortunate that most of this track is in Ontario. Why anyone except an enthusiastic rail buff would want to make use of such a deplorable service is beyond me.

Despite the lamentable shortcomings of the Northern Ontario service, this has been a most enjoyable trip. For a modest outlay we have covered long distances over lines which few other rail enthusiasts have travelled. Perhaps now is the time to make this hypothetical trip a reality; who knows when the axe will fall yet again on what remains of VIA Rail?



The Toronto, Hamilton and Buffalo Ry., hanging on to its corporate identity, plans to spend \$1.2 million on bridge and track programs in Ontario during 1982. Included are the installation of approximately 17,000 new ties, replacement of one mile of rail and the laying of new crushed slag rock ballast along 9.5 miles of track. Also included is a program to repair bridges in Hamilton at a cost of approximately \$222,000. In addition, the railway will install crossing protection signals on County Road 17, Brantford Township.

On a less happy note, the TH&B's line between Mount Pleasant and Waterford will be made redundant by rehabilitation work on the parallel Lake Erie and Northern line and will probably be abandoned. CP will be rebuilding the LE&N bridge over Conrail's Canada Southern line at Waterford; the truss structure on the former interurban line has been out of service since the mid-1960's. Also, the LE&N line between Brantford and Mount Pleasant is to be rehabilitated, permitting the aforementioned TH&B abandonment.



RAILWAY SAFETY TODAY

An Address By R.J. Shepp, General Manager, Operation & Maintenance,

Prairie Region, CP Rail, to the Saskatchewan Urban Municipalities Association

Canadian railways have been transporting dangerous goods for many decades, an activity that went almost unnoticed by the general public. There seemed to be little reason for public attention to this commonplace activity. That all changed in November, 1979, when a CP Rail train derailed in Mississauga, Ontario. Six tank cars of liquefied petroleum gas caught fire and eventually exploded, and a chlorine car began leaking. More than 250,000 people were evacuated. Interest in the transportation of dangerous goods has been very high ever since. I think it is important to recognize at the outset that railways are among the safest modes of transport, and that Canada's railways are among the safest in the world. One reason that so little public attention was directed towards dangerous commodities for so many years in Canada was the fact that there were not many accidents involving dangerous commodities, and

instances in which they posed a serious threat to public safety were very rare indeed. This should not be surprising when one realizes the extent of precautionary measures taken by railways, including those safety measures required by regulatory authorities. CP Rail has given a very high priority to safety. One result is that, in the last five years, CP Rail has had the best safety record of any major railway in North America. A program designed to achieve high standards of safe railway operations has many aspects. CP Rail begins with the most basic component, track. A high priority has been given to building and maintaining reliable roadbed and track on all main lines. At the same time, much has been done to improve rolling stock. As safer innovations have been developed, many have become part of basic requirements on new cars being ordered and some have been added as modifications to cars already in the fleet.

Devices such as hot box detectors and, in mountain areas, snow slide and rock fall detector fences have been installed at appropriate points. In addition, CP Rail operating procedures provide for regular inspection of all trains. And that brings us to people--CP Rail employees--whose role in safety is always vital. Extensive training programs and rules governing train operations both play a significant part in this aspect of safety--a job in which there can never be any let-up. Train crew members must be re-tested at least once every three years to demonstrate a thorough knowledge of all operating rules and safety requirements.

There is much more to train operation than most of us would imagine. CP Rail has prepared a videotape outlining some of these procedures. It is titled "Railway Safety--An Orientation". The film gives a quick overview of some of the precautions taken to keep train operations safe. It shows extra effort is required in the handling of dangerous commodities, but that is not the only place where extra effort is needed. The design and construction of railway equipment used for transporting dangerous commodities is another important safety consideration. Cars used to carry liquefied gases have a special shape for maximum strength. Special half-inch steel reinforcement at the ends of such cars, together with special couplers, help reduce the danger of puncture in a derailment. Double shells and thermal insulation help reduce the danger of overheating in the event that a connecting car is on fire.

These are just a few examples of measures adopted over many years. The process continues. New innovations are tested from time to time and, if they prove their worth, are gradually introduced into the rail car fleet. Some people are impatient over the gradual introduction of new safety features. They would like to see much faster change. With improvements coming along every year, and with new railway cars costing 50 to a 100,000 dollars each, or more, it just is not economically feasible to replace whole fleets of cars every time a new safety measure is introduced. No country's economy could support that. It is not just a railway problem. For example, CP Rail owns only about 100 tank cars. They are used primarily for carrying the fuel needed by the railway itself. Virtually all of the tank cars which carry other products belong to shippers or are leased by shippers or the railway. But, regardless of where the ownership rests, replacing such cars ultimately becomes a cost to the nation's economy. This means simply that the cost of every desired change must be weighed, and decisions made as to whether the advantages are worth the cost. Included in this decision making process are questions about the timing and the speed of introduction of various safety measures.

Following the incident at Mississauga, for example, one of the decisions made was that CP Rail should speed up the process of installing hot box detectors--the heat sensor devices which can warn a train crew about an overheating axle which could pose a threat if unchecked. It costs more than \$100,000 to install each detector, and CP Rail had been installing them gradually over many years. We are now in the midst of a three-year program which will more than double the number of these devices in service on CP Rail's Prairie Region. A similar speed-up is in effect elsewhere in Canada as well. Such measures, though they improve safety in train operations, cannot guarantee safety. Nevertheless, it was decided that the improved safety factor justified the expenditure and faster rate of installation. A whole range of possible safety measures has received similar consideration since the Mississauga incident. Some, like hot box detectors, are being implemented. Others were rejected as not having sufficient benefit to warrant the cost. Still others are being tested to determine their effectiveness. It will take time, and perhaps some modifications, before all of them are fully effective.

This refers to specific proposals that arose from studies into what happened at Mississauga. But the process is not very different from what went on before and will continue long into the future, I expect. Both the railways and their regulatory authorities are continually looking for ways to improve the already impressive safety record of Canadian railways. It is that kind of effort which has made Canadian railway operations among the safest in the world, and hopefully will keep us there. The goal should be to eliminate all dangers, but economic realities are unlikely to let us achieve perfection. So, while the railways strive towards it, CP Rail has programs for coping with the problems that do arise. One significant program, under way for several months now, is designed to inform local government officials and their police and fire departments about railway procedures in an emergency. Two-man teams have been visiting communities across Canada, explaining the nature of dangerous commodities carried near or through their communities, how to find information in an emergency, whom to contact for railway information, and the kinds of help railway personnel and equipment can provide.

Experience has shown that close co-operation between railway and public protection agencies is important in responding to any emergency situation. It is expected that these briefings will enhance that kind of co-operation if an emergency should arise. Meanwhile, CP Rail will continue to give safety a very high priority. It makes good commercial sense as well as meeting responsibilities to employees and the communities being served.



UCRS and other events and activities

by Ed Campbell

At the May UCRS meeting in Toronto we were all treated to a superb slide show by Brian Denton of British Railways diesel and electric motive power as in use today. Mr. Denton is a locomotive engineer in England and very obviously an enthusiastic and dedicated photographer of present day equipment.

In contrast, a few days later I had occasion to use the Islington South bus which crosses over the GO Transit Willowbrook Yard. I had my camera with me and there was the yard, full of GO equipment just ready to roll out for the evening rush hour. Three sets of LRC equipment were also there. But I was, I guess you could say, too much a dyed in the wool steam enthusiast to bother with the new diesel equipment. But that is what we have now and that is what we should be taking pictures of. I could have easily made a very nice newscast for our next meeting. However, our Society needs that change of thought and that little bit of effort that I should have made, from all of us.

We now have a new brochure with a membership application attached. Please make sure that you always have some copies in your pocket or camera bag so that you can do that little bit extra by signing up a new member. Dust off your camera and put together a small newscast with new or old slides. Offer to help with the various committee jobs. It is perfectly true that the more you participate in the Society's activities, the more you will enjoy belonging to the Upper Canada Railway Society. In January, 1974 the Society's President at that time, Frederick Tomes, in an open letter to the membership wrote: "The plain truth is that precious few members are prepared to volunteer some of their time or talent to assist the Directors, when it comes down to the crunch". Please don't let our President, Charles Randall, have to write that type of letter to us.

Friday, June 18--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 in Toronto. The usual informal get-together will begin at the same location at 7 p.m. so that the formal part of the meeting can start at 8 p.m. sharp. The speaker originally scheduled for this meeting, Mr. William Bailey of Alcan, is unable to attend at this time. Instead, veteran member Bob Sandusky will present a talk entitled "A Look at Irish Railways", to be illustrated with slides and 8mm movies. Plan now to attend for what will certainly be an informative and entertaining show.

Friday, June 25--The regular Hamilton Chapter meeting will be held at 8 p.m. in the CN station. Why not bring some of your slides over to Hamilton to show at the last Chapter meeting before the summer break? (There are no meetings during July or August). Two direct GO trains to the station leave Toronto Union, at 5:19 p.m. and 6:03 p.m.

Saturday, July 24--The UCRS will have a sales booth and small display at "Just a Country Fair" to be held at the Georgina Pioneer Village and Museum, west of Sutton, Ont. (follow signs). Fair open 10 a.m. to 4:30 p.m. The booth will be set up in front of the Sutton West railway station, which is now located on the property.

• In a ceremony presided over by the Honourable James Snow, Minister of Transportation and Communications and J.N. Raftis, Chairman of the Regional Municipality of Halton, the GO Transit Board officially opened the new Oakville Station facility at 1:45 P.M. on Friday, June 11th.

EDMONTON RADIAL RAILWAY SOCIETY

Visitors to Fort Edmonton Park last summer had a new experience for many of them--the chance to ride on a streetcar. The car, Edmonton Radial Railway No. 1, had previously (1979) starred in Alberta's 75th Birthday celebrations by offering the public rides across the High Level Bridge, the car having been hauled by diesel power on this occasion. This was made possible by a lot of hard work on the part of members of the Edmonton Radial Railway Society who restored the car to operating condition and then drove it during the days when it was in operation.

The Society, all volunteers, includes many former and present Edmonton Transit employees. President of the Society is Don Bearham whose ETS career spanned the time from the last of the street cars in the early 1950's to the beginning of LRT operation. Superintendent of the Park's street railway operation is Bob Clarke, who, having himself grown up with street cars, is passing on important car rebuilding skills to the Society's members who work in the car barn at the Fort every Saturday. Other present ETS employees include Bob Rynerson and Bill Keith. Other members of the Society come with a wide range of backgrounds other than transit, but since all active members of the Society have qualified as street car motormen, they are rapidly beginning to look at the business of moving people with somewhat different eyes.

The highlight of 1981 was getting No. 1 rolling on May 28th, with regular service starting on Saturday, May 30th. The car was operated on 40 days during the summer with volunteer motormen. The first section of the car barn was completed during the fall, with light, water, heat and telephone installed, and an extension to the barn was commenced.

The barn is a replica of the former Strathcona Car Barn that was located on 109 Street and 111 Avenue. The addition will provide a modern shop for the rebuilding of former Edmonton street cars, the present conditions of which, after 30 years of serving as storage sheds, restaurants, and even chicken houses, may well be imagined. At the moment, the Society has at Fort Edmonton or holds title to approximately one-tenth of all of the cars which used to run in the city. Nos. 1 (in operating condition), 13, 31, 38, 42, 73 and 80 are at the Fort, and car 33 has yet to be transported. Car 80 has come the farthest, having been a restaurant in Fort St. John, British Columbia. It was moved to Edmonton during the summer of 1981. The body of 42 was brought from Sylvan Lake, Alberta, while car 13 was moved from the Alberta Pioneer Railway Association yard. The body of 73 was transported from the Picardville area using a truck owned by one of the Society's members; car parts were obtained from the body of car 59, which is located in the same area. The twin St. Louis-built cars 38 and 42 are now being restored. The heated barn allowed this work to proceed during the past winter.

One of the problems after 30 years is that of finding parts for the cars. The Society would be very grateful to anyone who can either supply parts or provide leads as to their location. The Society plans to operate a museum at the car barn site and would also be grateful for items of an historical nature. All such donations are acknowledged and are carefully inventoried and stored securely. The rotary converter has been housed in its own building and should be ready to be set up sometime during the coming summer.

--ETS "Transit News"

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