



Newsletter

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



The old passes under the new: Can Car-Brill trolley coach 2311, operating northbound on the 15-Cambie route, has just come under the Main St. Station of the 0.68 mile demonstration ALRT line in Vancouver. Cars BC1 and BC2 are fully visible, as the station does not have exterior sidewalls.

--Photo by Charles F. Snelling



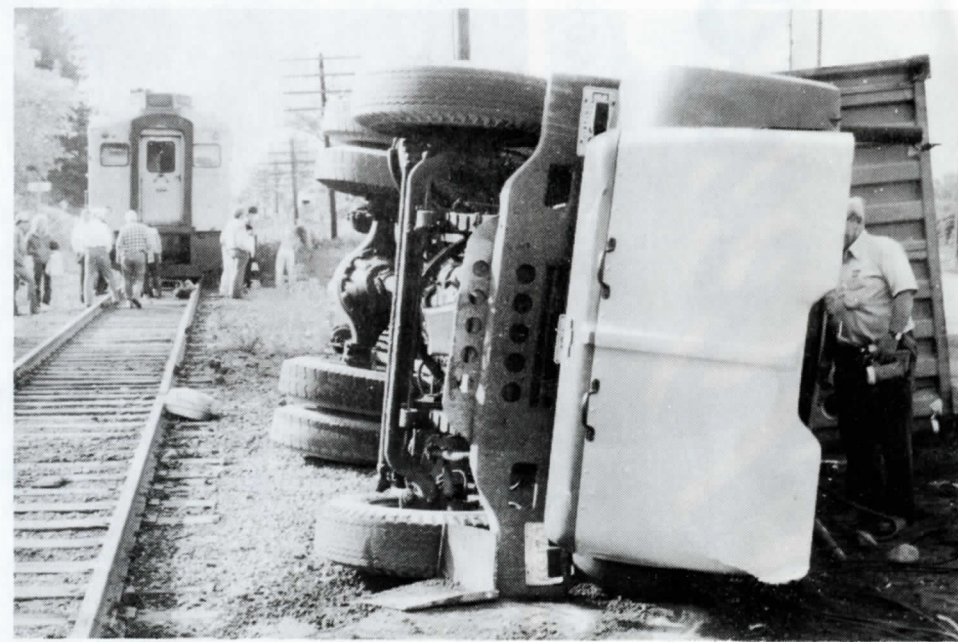
Three out-of-service Brill trolley coaches are seen behind B.C. Transit's Cambie Garage. The single door vehicle in the foreground is ex-Kitchener, still in that system's green and cream livery with the Public Utilities Commission herald, and is destined to be restored for a private owner. The second coach, 2081, with green and blue belt stripes, also has a single front door. The third vehicle is double door coach 2113, with orange and yellow stripes.

--Photo by Charles F. Snelling



Construction progress on Calgary's Northeast LRT Line: this view looking outbound shows the ramp leading down from the new Bow River Bridge, and the median strip in the middle of Memorial Dr. in which the tracks will be laid. July 10, 1983. The line is scheduled for opening in 1985.

--Photo by Dave Chalmers



One...two...three, the winner! A VIA Rail Budd car and a tractor trailer wrestled briefly at a crossing in Pembroke, Ont. on Oct. 7 before the truck went down for the count. VIA's performance following the accident was hardly consistent with that of a winner, however (see item on Page 16).

--Pembroke Observer photo by Wayne Lavigne



E&N Dayliner: Another 5-year Reprieve

A synthesis of a number of press reports forwarded by Mike Mastin

The VIA-CP Rail (Esquimalt and Nanaimo) Victoria-Courtenay passenger service, the southerly portion of which had its 97th anniversary on Sept. 30, was the subject of Canadian Transport Commission hearings on a discontinuance petition during the first week of October. Sittings were conducted at Courtenay on Oct. 3-4, at Nanaimo on Oct. 5, and at Victoria on Oct. 6-7. This represented the fifth attempt by CP Rail in 15 years to secure train-off authority. The previous occasions were in 1968, 1970, 1974 and 1977; pending a decision on the 1974 application CP had actually discontinued operation (in 1975) between Parksville and Courtenay, claiming that two trestles on this portion of the line were unsafe. In 1977 the CTC ordered service resumed and the trestles repaired. In 1978 the CTC reversed itself and allowed the application, but a new hearing was ordered on appeal following a public outcry, and the Budd car was given a five-year reprieve.

The recent application followed the expiry of the five-year period, during the course of which CP has been accused of doing its best to discourage use of the Dayliner service by lack of publicity and other measures such as the 1981 imposition of a \$4 minimum fare and ordering that the informal "pick up anywhere" practice be discontinued. The lack of publicity had hurt patronage for years: one CP conductor upon his retirement in November, 1968 stated flatly "the local people don't know there's a train and that's a fact".

The E&N Steering Committee, headed by Victoria Alderman (and CPR brakeman on leave of absence) John Cooper, printed 10,000 post cards protesting the latest threatened discontinuance, which were addressed to Federal Transport Minister Lloyd Axworthy. These were all snapped up by Island residents and distributed to municipal offices along the line. The post cards cited the 800,000 hectares of Island land granted to CP's predecessor E&N in 1883 in exchange for which the railway promised to operate passenger and freight trains "continuously". Not taking this ancient commitment seriously, CP in its petition claimed losses on the E&N passenger service of \$800,000 in 1979, \$1.1 million in 1980, and \$1.2 million in 1981.

CP Rail, at the initial hearing, said through its lawyer that it was just maintaining a watching brief and that it would not call evidence. VIA's position was ambivalent: its brief recommended continuation of the service until the future of the B.C.-owned Pacific Coach Lines bus system (proposed for sale to private interests) was known. VIA Rail West Vice-President Harold Murray said that withdrawal of the Dayliner service would probably make the Island's bus service more viable, and claimed that the popularity of the rail service had peaked. He added that providing a second car for the schedule would cost an additional \$900,000 a year, and on-board food service would add another \$147,000 (it must be subject to runaway inflation, as he told the Nanaimo hearing, two days later, that the food service charges would be \$250,000 per year). About 70 persons attended the Courtenay hearing and forced it to be carried over to Tuesday the 4th.

Following conclusion of the Courtenay hearing, the three-man CTC panel travelled to Nanaimo on the Dayliner for Round Two. Whether this was done "in the line of duty" or simply because they found the train service convenient was not revealed. The Chairman did report, however, that he looked at the stations at Ladysmith and Nanaimo, and that they "had done nothing to lift my spirits", and that he felt like "taking part in a volunteer paint gang". He also referred to the eloquence of another Commissioner, David Jones, who said during the course of mid-1970's hearings that he had found stations on the line in a state of "unspeakable filth". VIA lawyer Michael Huart, who must have found these remarks a pretty difficult act to follow, stated that VIA has not as yet drawn up countrywide station standards, and still has no agreement with CP as to which operator is expected to maintain the stations.

On Oct. 5 Victoria Mayor Peter Pollen, prior to presenting his City's brief before the CTC, revealed to the press that the City was prepared to construct a new \$200,000 passenger shelter at Pandora Ave. and Stone St. The City's brief urged return of the service to downtown Victoria and that VIA undertake serious studies of how to generate new tourist traffic for the Budd car runs. The Mayor sees the service as having promotion potential, particularly in connection with Vancouver's Expo 86 by way of Island to Mainland ferry service co-ordinated with train and bus schedules. The brief also urged a second daily train at least as far as Nanaimo. Mel Smith, B.C. Deputy Minister of Constitutional Affairs, produced figures before the hearing showing that, between 1970 and 1977, traffic on the E&N averaged about 18,000 passengers a year, and that between 1977 and 1982, following some promotion, particularly by the E&N Steering Committee, it averaged over 40,000 per year. His brief said, however, that the service needed several changes, including "suitable coaches", negotiation of appropriate labour agreements and subsidies, and aggressive marketing. His request that CP Rail be ordered to explain its charges to VIA before the hearing was denied by the Chairman.



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SOME LIGHT AT THE END OF THE GUIDEWAY?

Much has been published elsewhere, and by no means exclusively in the railfan press, about the folly of the British Columbia government in forcing on the Vancouver Metropolitan Area a form of rapid transit which the locals did not want, and in the face of successful and (comparatively) low cost LRT systems already operational or committed in Edmonton and Calgary. The results of wanton political interference in transit planning are becoming even more painfully apparent in Vancouver with the recent revelation by Grace McCarthy, Minister responsible for B.C. Transit (replacing William Vander Zalm), that the final price tag on the New Westminster ALRT line will be \$854.4 million. This figure is \$136 million higher than the 1982 estimate, and an unbelievable \$550 million higher than the 1980 estimate at the time when the Greater Vancouver Regional District's LRT plans were swept aside.

The Minister blamed the increased costs on the necessity in some areas to drive piles to support the elevated guideway, on sales taxes, on the decision to widen the guideway (to permit conversion to conventional LRT), as well as an increase in the size of the downtown stations and modifications and additions to other stations. B.C. Transit staff had, however, known of most of these factors in 1982, and had at that time said that the line could be finished within the (then) budget of \$718.4 million. The 114 cars ordered for the system are now expected to cost a total of \$131.7 million; during 1982 the price had been estimated at approximately \$1 million each.

The committed Vancouver costs can never be recouped, but the fortunate decision having been taken to make the ICTS guideway of sufficient width to accept a conversion to conventional LRT provides a way to secure economies in the future. The chance remains for B.C. Transit to fall in line at a later date with the great majority of the rail transit systems on the North American continent by adopting conventional rail transit for later system extensions throughout the Metropolitan area. These further routes could make much more extensive use of at-grade rights-of-way and even city streets with transit pre-emptive arrangements, at a fraction of the cost of elevated alignments. If this was to happen, the economies of using the still hoped for standard North American light rapid transit car, built entirely on this continent (remember what the PCC car was intended to be?), could some day also accrue to Vancouver.

URGENTLY NEEDED: Tickets, photographs, badges, paper material, etc. from the former Toronto Civic Railways (1912-1921) for inclusion in a book on that system being prepared for publication by the UCRS. Particularly wanted is the paper transfer used between the ST. CLAIR and LANSLOWNE cars. Anyone having any of the above items that he would be willing to sell or lend for reproduction is requested to write to J. William Hood, 301 Woodmount Ave., Toronto, Ont. M4C 4A4.

--The replacement of Jean-Luc Pepin by Lloyd Axworthy as Federal Transport Minister may presage better things for VIA Rail, although it is too early to be really confident. Rumours have been reported in the press and elsewhere that consideration may be given to restoration of the ATLANTIC LIMITED and the Fredericton-Edmundston, N.B. schedule.

--With respect to Brian Nickle's September issue review of recent CTC decisions...the day before the CPR Waltham Subdivision was to be abandoned, the abandonment order was cancelled, and the line is still in service in its entirety.

--Bruce Chapman

--North Vancouver City Council is trying to resuscitate BCER street car 153, presently stored on B.C. Hydro property at Boundary and Lougheed. The double-ended Brill car, built in 1910 in Elizabeth, N.J., can carry 38 passengers and was retired by BCER in 1946. Plans are for a street car service along Lower Lonsdale in time for Expo 86.

COVER: CP Rail RDC 9023, on the Courtenay-Victoria run, is pictured south of Ladysmith, B.C., on Vancouver Island. June 16, 1970.

--by John D. Thompson

Frank Cooper, President of Local 1050 of the United Transportation Union, told the Commission that train crews found the passengers generally happy (because, presumably, of the spectacular scenery along the route) but with four principal complaints: scheduling, lack of advertising, location of the Victoria station, and the lack of food service. He spoke also of the pressing need for VIA to negotiate the "ridiculous" user charges imposed by CP Rail. The Brotherhood of Locomotive Engineers said that certain CP charges were "beyond comprehension". A brief presented by the Capital District Economic Commission asked for a five-year trial transfer of the E&N service from VIA Rail to a public or private corporation based on the Island.

On Oct. 7 the hearing panel handed down its decision to the effect that the Dayliner service must be continued for another five years. John Magee, former truck man who once fought trains, and Chairman of the panel, said that there would be orders supplementary to the main decision "to breathe life and vitality into the service". He said in summing up that the Budd car will carry 45,000 passengers by the end of 1983 and that the evidence showed that the service has not withered on the vine and died. The CTC would return to the Island at least twice during the five-year period to look at the E&N and will conduct the mandatory review at the end of the period. Mr. Magee said that he was sure that the measures to be ordered for the train will ensure that it will pass safely through the review. He remarked on a few of the compliments which VIA had received during the hearings and said that they carried weight because they came from riders, an acknowledgement which is at once refreshing and heartening. The 30 persons present in the audience applauded the decision upon the conclusion of its delivery.

The CTC will examine the many suggestions made by Vancouver Island residents who want the service to continue, and then will return to the Island for show cause hearings on why VIA and CP should not be ordered to carry out certain of these suggestions. VIA's Western V.P., Harold Murray, whose real position in the whole matter is a trifle difficult to determine, said that he was "glad" about the decision, but that the status quo would remain until the show cause hearings. His continual references to Pacific Coach Lines during the October hearings have to be annoying to a lot of people who understand VIA's mandate to be the operation of passenger trains and not to make competing bus services "more viable".

Toronto Transit Commission



NEWS AND NOTES

- As the TTC cash fare creeps ever closer to the one dollar mark, the Commission finds itself beset with farebox clogging dollar bills tendered by persons not having the exact fare and willing to sacrifice 15¢ in lieu of having to go to a corner store to attempt to secure 85¢ in change. One can readily appreciate the reluctance of store proprietors or personnel at other commercial enterprises adjacent to TTC stops to accommodate intending passengers in this manner, as the former's supply of coinage can readily be depleted. The Commission announced at its Aug. 16 meeting that the number of bills stuffed into fareboxes has grown by 20% over the past year; a staff of 15 persons work part time as "dollar flatteners", according to a TTC spokesman, and more may be required in the future.

The problem will probably increase in 1984 as the annual New Year's fare hike is likely to result in a cash fare of 90¢. Some passengers apparently roll dollar bills into a ball, or fold them into a "package" about one inch square to get them into the mouth of the fare box. Both transit operators and vending machine companies have been pressuring the Royal Canadian Mint to issue on a general basis a \$1 coin. The Federal Government, however, can be expected to assume its usual attitude that it knows best, and "hang" the inconvenience that its policies, or the lack thereof, may cause to any agency, governmental or otherwise, at a lower level. The pressure of the major banks, which are opposed to having to handle dollar coins, will probably prevail.

In the meantime, one solution for the TTC might be, admittedly at some considerable expense, to cap all fare boxes with slotted tops (as were used on fixed boxes on the double end cars operated on the Weston Rd. route) with a deflector immediately below the slot which would prevent the ready passage into the box of a longitudinally folded bill, and to instruct Operators and Station Collectors actively to fend off persons fumbling to wedge a dollar bill into the slot. This would necessarily be accompanied by a publicity campaign aimed at discouraging the tendering of dollar bills, so that passengers intercepted at fareboxes cannot claim that they had no warning.

- The 30-Year Cycle--The Toronto area's recurring problem of integrating central and suburban transit services (remember 1921 and 1954?) prompted the Ontario Ministry of Transportation and Communications to commission a consultant's study of the current version of the old question. Paterson Planning and Research Ltd. has produced a 151-page report suggesting what was not done in the two previous instances; it recommends a form of co-ordination or federation involving the TTC, GO Transit and 10 suburban local transit systems. Integrated fare structures would be the most obvious result of a federation, but other features might include joint operation of certain routes which cross regional municipal boundaries and the pooling of equipment on such routes, or certain jurisdictional exchanges of routes in the vicinity of such boundaries resulting in a less slavish observation of each operator's formal "turf". All of these changes would be to the advantage of cross-boundary passengers, who are increasing at a faster rate than are riders within single jurisdictions. The Paterson report says that by 1991 non-Metro residents will account for some 12% (54 million per year) of trips taken on the TTC system.

The report dismisses voluntary co-operation (little of this has occurred to date) as well as full amalgamation (notwithstanding the MUCTC-SEPTA-MBTA-SEMTA examples). It proposes that there be an overseer agency, consisting of either the Provincial Ministry itself or a new interregional body created for the purpose. Metropolitan Toronto Chairman Paul Godfrey has indicated his preparedness to consider expansion of the TTC mandate such as to serve municipalities adjacent to

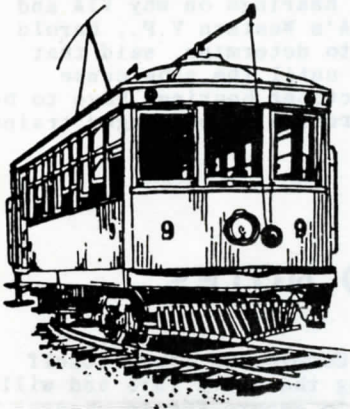
Metro, but says that the possibility of the TTC being swallowed up by some larger body is not even an option in his mind.

- One small step on the long road to fare integration occurred on Oct. 14, when the GO Transit board decided to sell TTC Metropasses at all GO stations (except York Mills) within the limits of Metropolitan Toronto. Interregional commuters may now buy monthly passes on both systems at the same time, at the same place. It is further planned that, by December, Metropasses will be able to be purchased by the use of credit cards at Union Station GO concourse (GO Transit monthly passes have been available for purchase this way--Master Card and Visa--for some time).



- The much stencilled and logoed (word?) vehicles of the TTC are soon to have another item added to the collection. Not to be outdone by the Provincial trillium, the Metropolitan Toronto Corporation has prevailed upon the TTC to display the former's logo on the latter's vehicles in order to remind the rider-taxpayer that the transit service, and the equipment and facilities which are used to provide it, happen in part because of the largesse of the Metro government. The program to affix Metro's "can of worms" to all TTC passenger equipment is estimated to have the seemingly high cost of \$50,000. Although the decision to add the decals was taken at the Commission's meeting of Sept. 6, the logo had not appeared on any vehicles to time of writing.

- Class A-7 PCC 4437 was involved in a rear end collision with CLRV 4186 on the central reservation on The Queensway on Aug. 2. The PCC suffered front end damage to an extent that retirement seems to be a foregone conclusion. The Operator of 4437 was later dismissed.



**MIDWEST ELECTRIC
RAILWAY**

- A happier story surrounds another car of the same class, viz. 4476. On Saturday, June 23 this car, now the property of the Midwest Electric Ry. of Mt. Pleasant, Iowa (a museum operation), made its first run for its new owners. This followed an eight month refurbishing period for the car, the MER's work crew having received valuable advice from TTC Equipment Dept. personnel. The car interior has been completely repainted and the wood floor above the front truck replaced--the floor had been removed at this location to permit reconstruction of a broken frame. As of Aug. 25 the museum forces were hurrying to install the new floor covering and the seats, as well as to give the exterior a partial paint job, to ready the car for the Old Thresher Reunion held between Sept. 1 and 5. Work will continue on the carbody during the coming winter. --Thomas J. Konieczny

- The total inventory of passenger vehicles on the TTC system as of July 1, 1983, including Gray Coach Lines, was 2818. Active vehicles tallied 2666, again including Gray Coach Lines; by vehicle type, the active total broke down as follows: 325 street cars, 630 subway cars, 150 trolley coaches, 1411 diesel buses, and 150 Gray Coach Lines buses. The two subway cars not included in the active total were 5755, stored unserviceable since the Dec. 31, 1981 derailment at Greenwood wye, and mate 5754, stored as a spare.



- UTDC and VentureTrans Mfg. Co. held a completion ceremony at the west end of the VentureTrans plant at Millhaven, Ont. at 3:30 P.M. on Oct. 31 to mark the completion of the first car on the TTC's order for the Scarborough RT line. The ceremony was followed by a plant tour for invited guests. The 24 cars will bear TTC numbers 3000-3023, Class S-1, and will be arranged to operate in married pairs. Seating capacity, as shown in the latest TTC official equipment roster, is listed at 30, capacity loading at 80, and crush loading at 107. Dimensions are listed as follows: Length 40'8 3/16", width 8'2", and height over roof 10'3".

- At its Sept. 20 meeting the Commission approved the purchase of four units of work equipment for the Scarborough RT line, consisting of a self-propelled locomotive with recovery device, a flat/crane car, and two of what are described as rail grinding trucks. The tender call on this equipment included also a snow plow and a broken axle dolly. Fourteen companies obtained tender documents in response to the call, but only three tenders were submitted; these were received from Sumitomo Canada Ltd. (representing Niigata Engineering Co. of Japan; a joint venture of Plymouth Works/Hovey and Associates (the latter of Ottawa); and Canadian Transportation Mfg. Co. The awards went to Sumitomo for the locomotive and the flat/crane car, and to Plymouth/Hovey for the rail grinding trucks. A "noise reduction package" was negotiated with Sumitomo for the locomotive subsequent to the latter's bid, as the noise requirements of the TTC specification had not been met in the bid. Signal equipment for the locomotive will not be provided by Sumitomo, and a separate contract for its supply by SEL Canada Ltd. will be negotiated.

Following the tender call, a study of the effects of snowfall on the elevated guideway was completed, which concluded that regular operation of revenue trains would prevent major accumulations of snow, and that specialized equipment for main line snow removal will not be

required. Bids from outside suppliers on a snow plow will accordingly not be pursued; instead, the TTC will design and home build some form of specialized snow removal equipment for use in the McCowan Carhouse Yard. Whether or not this will be rail equipment is not known at present.

• Discussions continue apace among Metropolitan Toronto, the City of Toronto and the management of Harbourfront Corporation relative to the alignment of the projected Harbourfront LRT line. These discussions have produced what is described in one City report as a "preferred alignment," as shown on the accompanying Map 1. This involves swinging off of Queen's Quay onto a private right-of-way adjacent to Lake Shore Blvd. between John St. and Portland St. (Extension) and also a changed alignment west of Bathurst St., whereunder the Queen's Quay Extension would be followed to its end at Stadium Rd. From here the LRT line would turn northerly along the west side of Stadium Rd. to Lake Shore Blvd. The thinking in respect of the westerly continuation of the line beyond this point has also changed. Instead of running through Coronation Park to Ontario Place, the line would connect, by way of some undetermined form of grade separation, with the present Bathurst (511) trackage on Fleet St. There is also a suggestion on the part of the Metropolitan Toronto officials that the Fleet St. tracks be separated from vehicular traffic, possibly by construction of a central reservation. The reason for the diverted alignment between John and Portland Streets is that development parcels are becoming firmed up in the area around Spadina Ave., which makes the widening of Queen's Quay to accommodate a central median for the LRT line a sticky wicket in this area. The Harbourfront Corporation management is complicating the issue further by taking a position opposed to the notion of LRT cars speeding through its domain, and wants the line to be downgraded to a conventional street car operation on Queen's Quay, at a more leisurely pace. This, the Corporation feels, would be more consistent with the hoped for ambience of the area as a place for people to stroll casually and take in the sights and sounds. This may be the beginning of the end for the concept of a Harbourfront LRT line, as slowing down in traffic is one thing that buses do very well.

In the meantime, the alignment for the ICTS line proposed in the Central Waterfront Transportation Study (see Newsletter 405, Pages 9 and 10) is anything but fixed, in both a horizontal and vertical sense. A recent City of Toronto report, from which the accompanying Map 2 is taken, discusses two routings. Both of these would run below grade west of John St. (not elevated as Newsletter 405 wrongly guessed); one would follow an elevated structure east of John St. (solid line) to cross the Toronto Terminals Ry. tracks and then parallel them to enter a terminal which would somehow be incorporated into Union Station. The other suggested alignment (dashed line) would pass south of Union Station to connect to the "Relief Line" to Donlands Station; it would operate in a belowgrade (below street) structure from John St. to at least Bay St. The City also proposes that this facility be considered for LRT operation rather than ICTS, operating on the street rather than under it, as another link in the LRT network (Spadina, Harbourfront and Bathurst carline) in the area, but it is unlikely that the Metropolitan Corporation will opt for that alternative.

TRANSPORT 2000 ON THE CWTS

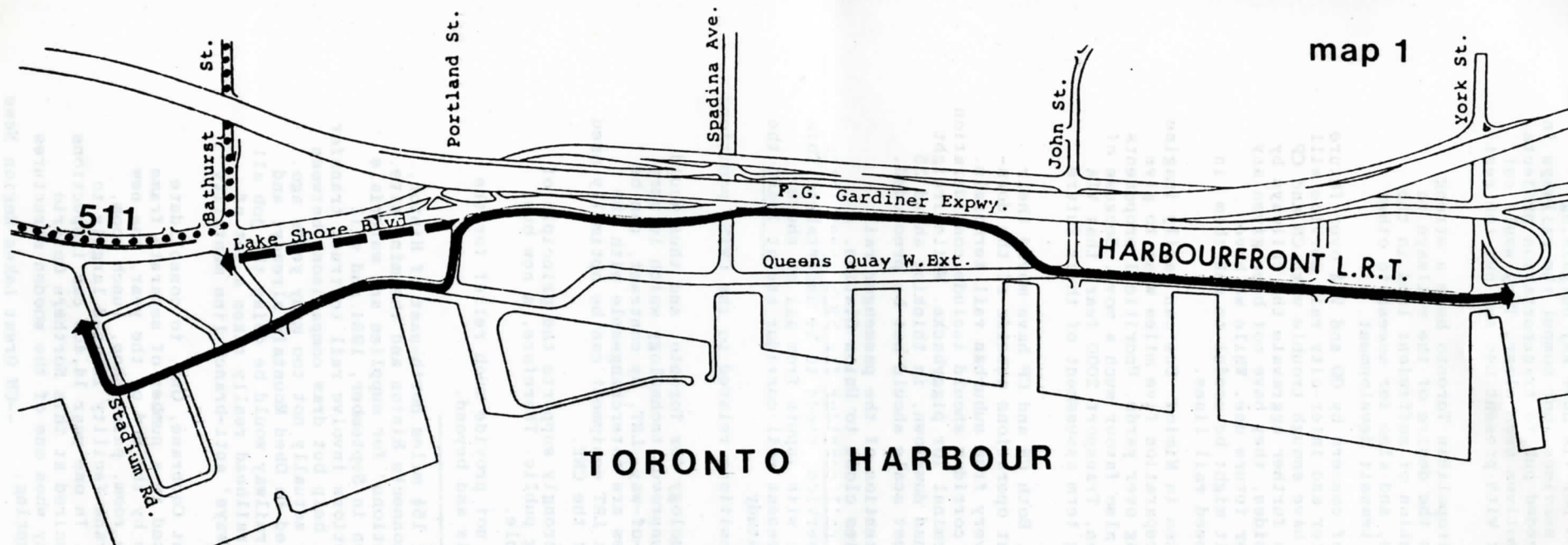
The Metropolitan Toronto Regional Committee of Transport 2000 Ontario presented a brief to the City of Toronto on Oct. 13 in connection with the Central Waterfront Transportation Study, the proposals of which are mentioned at some length in the preceding TTC notes. However, the brief concentrates actually on the squeeze play being put on the remaining "rail corridor" (the main line tracks leading westerly from Union Station plus, presumably, a pair of freight tracks to replace CN's "High Line" adjacent to the Gardiner Expressway). The essentials of the brief, which is the product of some clear headed thinking on the part of its authors, are presented in the following:

Pressures for high density office, commercial, and housing development are everywhere in the Toronto Metropolitan region. Nowhere are they greater than from the railways, particularly Canadian Pacific Ltd., which wishes to turn its windfall leases of Toronto Harbour Commissioners land into half a dozen Toronto-Dominion Tower complexes. In our view the proper role of government regarding such development is to ensure a sufficiently measured pace of development so that the region remains a liveable community not choked with traffic and pollution, cut up by expressways, and cordoned off into exclusively one-function districts. Extensive public transit appears to be the solution to accommodating high density development while retaining and promoting the quality of urban life.

With respect to the CWTS study and the recent Railway Lands study, our Committee has one major objection. Virtually no attention is being given to the long run rail corridor needs along the lakeshore and through Union Station. Much of the blame for this situation must rest with both VIA and GO Transit. Neither of these two organizations has articulated a long term plan for passenger railway requirements in the next 50 years. On the other hand, Metro might have asked these organizations some time ago to present such plans.

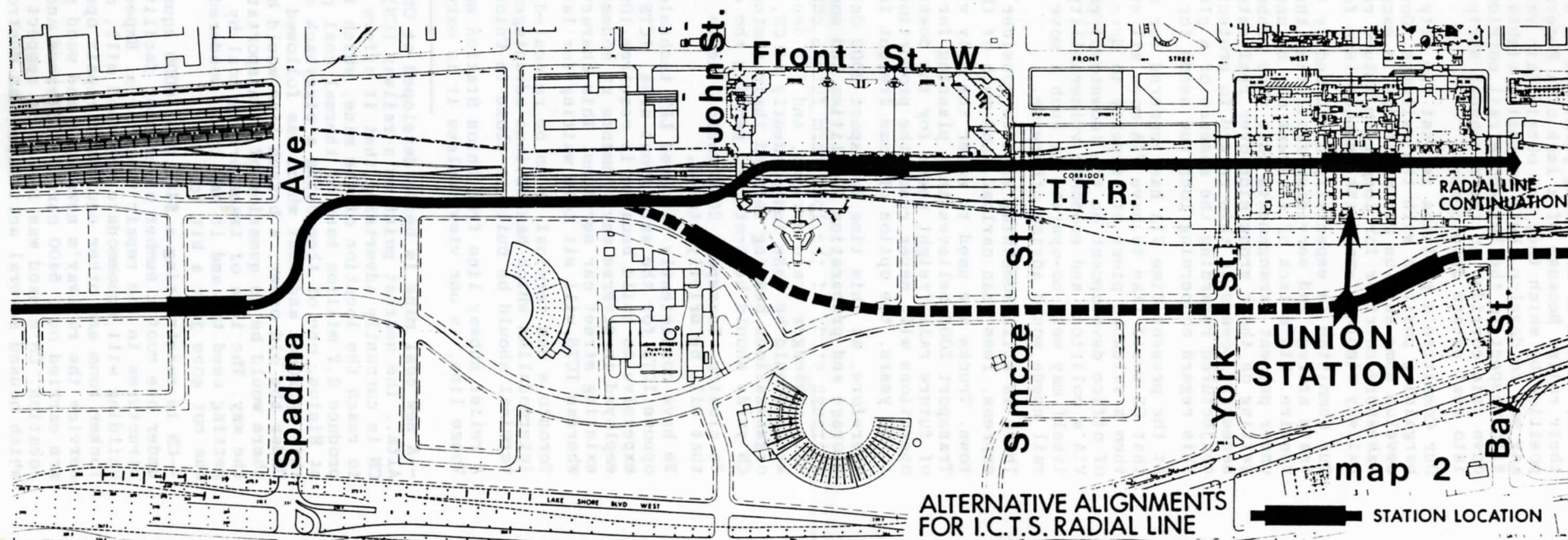
Downtown development plans envisage a much expanded use of a commuter train system, and the Province is planning some kind of electrified regional express railway network. Europe and Japan have shown how high speed inter-city railways are a rational and profitable way to link major population centres. Eventually, Toronto's Union Station will be a hub for such high speed services. In addition, the rail corridor may be used in part or whole for (1) TTC rapid transit, (2) possible ICTS or LRT lines, (3) for yards, shops and other facilities associated with expanded rail passenger services, and (4) possibly to accommodate elevated roadways and other built over structures for housing, parking, parks, offices, etc. These possible requirements and their long run implications for track alignments, elevation and right-of-way requirements have simply not been studied.

Why is there a blind spot in this regard? Both CN and CP are no longer in the passenger business except as contractors to VIA and GO. They seem to be more oriented to the real estate business instead. Because of a lack of a Federal policy on how railways can service urban and inter-city



ABOVE: Currently planned alignment for the Harbourfront LRT line between York St. and Stadium Rd., showing the section between John and Portland Sts. which would be diverted to the north of Queens Quay West, behind buildings to be constructed on the north side of that street.

BOTTOM: Map of the area immediately to the north of that shown in Map 1, now occupied by the CN and CP coach yards and roundhouses. The alternative Waterfront ICTS routings are shown superimposed on the proposed pattern of streets and the remaining railway trackage, which will be narrowed to a corridor the dimensions of which Transport 2000 fears will be inadequate.



needs, CN and CP are being permitted to substantially over-charge both VIA and GO for the use of their rails. Because of a lack of a Federal policy neither GO nor VIA have any bargaining position by which they can obtain fair value for contracted services, nor compel the railways in any way to develop their extensive rights-of-way for much needed public transportation projects. With respect to the lakeshore rail corridor, the railways' motives seem clear. They would cut down this corridor to the narrowest strip of land consistent with present use and put the rest into real estate development.

Our Committee's position is that the City of Toronto and Metropolitan Toronto have a strong bargaining position with the railways. Government should use the desire of the railways to develop some surplus railway lands in exchange for the retention of sufficient land in the lakeshore corridor for long term future rail passenger needs, and also for access to other railway rights-of-way with surplus land for future road and transit development.

Our Committee is especially disturbed by the apparent lack of concern by GO and VIA over future train storage and servicing facilities that intensive commuter and inter-city rail service will require. VIA's lack of interest may be understandable. They have enough trouble with CN and CP under present arrangements that they probably do not wish to further aggravate the railways by getting on their wrong side over real estate development. Besides, they have not been given any necessary powers in this regard to protect infrastructure for future use. While we have conjectured regarding the absence of a plan on their part, it might be useful to ask them in this regard concerning long run needs for inter-city high speed rail lines.

At the present time VIA has tendered for new engine facilities in Mimico. One can easily imagine that CN would like to have VIA move all storage and train preparation five miles west to give them a valuable piece of property to develop without building over yards. Uncritical proponents of office development on the (downtown) railway lands would also favour such a move. Because of VIA's political and economic vulnerability as an organization, Transport 2000 fears that VIA itself may well co-operate in such a move even though a long term assessment of their future rail needs would advise otherwise.

There is still something else to consider for the long term. Both CN and CP have moved their express, less than carload, and much of their carload freight operations outside of the downtown. Trucks are used to enter the city with items for delivery from suburban rail terminals. Transport 2000 believes that planning for the downtown rail corridor should include consideration of future rail freight needs for the downtown, such as a terminal for piggybacks. While freight operations will never reach the proportions that they once had downtown, in thinking ahead 35 to 50 years, the option of some freight facilities on a modest scale should not be precluded.

Therefore, at this time Transport 2000 Ontario urges the retention of the passenger rail storage and preparation facilities and some freight facilities close to Union Station. A thorough study of the long term future configuration of the rail corridor for high speed inter-city passenger train service, and for dense commuter train service, needs to be undertaken. This study should be done independently of CN, CP, VIA and GO but with inputs from all of these organizations bearing in mind their vested interests. The present rail corridor and at least the CN yards should be protected pending the outcome of such a study.

In closing, Transport 2000 would like to take a number of positions related to the CWTS, positions that will be briefly stated.

We have consistently favoured LRT technology over ICTS technology for Toronto, and thus would oppose ICTS for the waterfront area. ICTS is non-standard, unproven technology which is very expensive to build because it requires 100% protected right-of-way. LRT, by contrast, can be employed in diverse environments at modest cost. LRT vehicles are interchangeable with the existing street car services. This characteristic means that LRT equipment can be optimally used whereas ICTS will sit idle waiting for large crowd events at the CNE.

Toronto's bus terminal is to be relocated. Transport 2000 strongly supports the principle of intermodalism which has obvious advantages to the travelling public. Therefore, a new bus terminal should be built as close to Union Station as possible.

A relief subway line from Union Station east and north will not provide much relief for the Yonge line, in our view, unless it is extended into Don Mills and beyond.

--A new coal mine is being developed at Obed Mountain, about 15½ miles north-east of Hinton, Alta., the nearest point on a railway (CN). A private road connects Hinton and the mine site. CN is currently advertising that it offers "transportation options" for supplies and materials to reach the location of the mine, which is scheduled to open in September, 1984 and will produce 2.7 million tons of thermal coal per annum. These options involve rail to truck transfer at Hinton, one of them being a piggyback service. One cannot help but draw comparisons between this approach and that which was followed in the "old days", actually not too many years ago. Under the old order, a branch line would have been constructed to Obed Mountain already, and there would be no question of "transportation options"; the railway would be doing the job all the way. The idea of transporting coal by truck to a remote railhead really takes a lot of getting used to, and it has to be wondered if the major railways' anti-branch line mentality has not gone just a bit too far.

--CN is constructing a \$400,000, 6000 square foot building at Cochrane, Ont. to consolidate under one roof a number of carshop facilities presently housed in a number of separate frame structures in the repair track area. Expected to be complete by the end of the year, the new building will accommodate the wood mill, oil room, air brake room, paint shop, lunch room, locker room and other equipment repair operations. The Cochrane facility is used largely to service the railway's newsprint and wood products car fleet. In one year 14,400 car inspections are carried out, 5400 cars are cleaned and 5000 cars are repaired at this Northern Ontario location. CN's hand was forced in respect to the new facility when one of the wooden structures which housed several activities was destroyed by fire last spring.

--CN Great Lakes Region News

SPV to Springfield

BY E. EVERETT EDWARDS

One of the benefits of living along Amtrak's Northeast Corridor is the variety of destinations for interesting one-day trips. A desire to ride the SPV 2000 cars and to see the Eastern States Exposition, billed as the largest east of the Mississippi, led me to a recent journey to Springfield, Mass. Arrival at the Trenton, N.J. station for the 9:15 A.M. NEW ENGLAND ZIP found both station parking lots filled to overflowing, but an enterprising nearby gas station provided refuge for the auto for the day. Fare is \$36.50 one way, \$49 round trip (\$73 if you start between 1 and 7 P.M. Friday or Sunday).

Departure of the AEM7/club/four Amfleet coach/Amcafe/two baggage car train was 20 minutes late, explained courteously (upon request) by the conductor as a delay because of single tracking at Wilmington, Del. during station renovation work. In an attempt to save time in New York, passengers were boarded in the dark, the lights being out while one of the baggage cars was removed. Travel over the Hell Gate route seemed slow, and arrival at New Haven was still 16 minutes tardy.

The connecting train to Springfield is usually across the high level platforms. However, today we came in at a low level platform, and had to descend to the station concourse and then back up to the adjoining platform. Even though it was past the scheduled departure time, the SPV was not present. Finally, aging RDC's 34 and 36 were seen crawling towards us from the shop. Five inspectors crawled all over them and apparently did not like what they saw, and after a few more minutes and a track change SPV 994 pulled up and boarded the 35 waiting passengers, finally leaving 33 minutes late. A couple of single track areas for track work, causing full stops at road crossings because the crossing signals do not operate in the reverse direction, did not help and arrival at Springfield was 40 minutes down at 2:22.

Trackage at Springfield is elevated, and after meeting the Albany-Boston line at a tower underneath an Interstate highway, becomes eight tracks at four platforms. (One of the outer tracks has been removed). There is no station building as such, the facilities being in a sort of cave under the tracks. The Peter Pan 16-stall bus station is about a block away and provides 17 Boston trips in two hours or less compared to Amtrak's one trip taking 2½ hours. Pioneer Valley Transit Authority, operator for Springfield Street Railway Co. (and others), provides frequent buses to the "Big E", only a 10-minute ride away.

The return trip at 5:05 P.M. on SPV 50 (same type but different number series) was more uneventful, leaving Springfield with 10 passengers after a P.A. message from the ticket office below at 5:04½ to the conductor to the effect that "I still have one passenger for your train". We dropped three and picked up 18 at Hartford, but most of the other stops were fairly quiet. The three stops between Springfield and Hartford were provided with plastic bus type shelters, while those below Hartford had manned stations except for North Haven. Arrival at New Haven five minutes early allowed time to take a look at the extensive renovations underway at the huge four-storey station, which will someday open again as a transportation centre. Meanwhile, ticketing and the waiting room continue to occupy the underground concourse, as they have for the past few years.

The MERCHANTS LIMITED came in with six Amfleet cars, the first one being a combination club-Amcafe-coach. After trading the diesel for an AEM7 electric, we were underway about 10 minutes late, with it now being dark outside. The last two cars were empty arriving at New Haven, but one was opened for New Haven passengers, and from New York to Metro Park there were a few standees. For some reason the locomotive was again changed at New York to another AEM7. After arrival at Trenton at 9:50, still 10 minutes late, there would again be lots of room for those proceeding on towards Washington.

CN-CP CANADA SOUTHERN TAKEOVER PLANS

Although CTC approval is still the missing factor, CN and CP have revealed in greater detail their intended plans for Conrail's Canadian assets should a green light on acquisition come their way. These assets are divided into three packages, the largest comprising the Niagara Falls-Windsor main line plus branches to Fort Erie, Leamington and Amherstburg, while the others consist of the 3.2 mile twin bore Detroit River tunnel and the 1146-foot bridge over the Niagara River at Niagara Falls, Ont.-N.Y. The purchase agreement already signed with Conrail provides for a payment by CN and CP of \$200 per share to the Canada Southern shareholders. The tunnel would be jointly owned by CN and CP, but would be operated by CN. The Windsor-Fargo portion of the main line would be owned and operated exclusively by CN, while the Fargo-Welland portion would be jointly owned (so that CN and CP can share equally in the scrap proceeds?). CP would own exclusively everything east of Welland, including the Niagara River bridge.

An expenditure of approximately \$34 million would be made by CN between 1984 and 1988 in upgrading the Canada Southern facilities. Presumably almost all of this would be spent west of Fargo, and particularly at Windsor, where CN plans to move its existing terminal operations to the Conrail yard, which would be expanded, and at which new locomotive and car servicing facilities would be constructed. It has now been revealed that it is the work equipment shop at Danforth Yard in Toronto which is planned for relocation to St. Thomas to occupy the Conrail shop at the latter location. The 168 Canadian Conrail employees in the territory which CN would take over are governed by U.S. railway labour contracts and CN hopes, if the purchase is approved, to negotiate agreements with the unions involved whereby the employees would become subject to the appropriate Canadian labour contracts. --Information from CN Great Lakes Region

News

A Buffalonian's 1943 impressions of the T.T.C.

by Harold Ahlstrom

(Editor's Note: The following report was written 40 years ago, in November, 1943, when Harold Ahlstrom was about to be inducted into the U.S. Army. To quote him directly, "my wife and I went to the Royal York Hotel in Toronto for a final fling before the separation". The notes were written for Al Kerr who was already in the service, and reveal that a good part of the "fling" was spent on TTC street cars).

1. General Operation--Two man cars are operating on Yonge, Bay and Kingston Road, of the lines that I saw. These are all Witt-operated, with the old type of controller and coal stoves. Yonge is operated with all trailers from morning until after the supper rush hour. I did not see a single car operating there until about 9 P.M. Trailers are operated with old type deck roof cars (Toronto Ry. Co. cars--Ed.) pulling them on King and several other routes. King, Queen, Bloor and St. Clair, normally all PCC-operated, have all types of equipment during rush hours (this was not true of Bloor--Ed.), and in some cases through the day. King St. particularly, around 4 to 5 P.M. has PCC's, Witts and deck roofs (with and without trailers, one after another. Yonge St. at 5 P.M. has as many as two and three two-car trains to a block in the business section, and all crowded too. I saw the Weston Rd. type of car being used in rush hour on the Spadina line (only route using double end cars within the City Limits).

I looked up the Sherbourne line, which I understand was once bus (on Sundays only--Ed.) and restored back to cars again. This is the only line which operates the deck roof cars in regular service all day with the possible exception of Rogers Road which I did not get to see on this trip. On Sherbourne the track is very rough (like IRC) and the pavement seems to be all patched up around the tracks.

All Witt cars have had a change in their seating arrangement. The first three cross seats back of the centre doors have been removed and two of them put back with their backs to the side of the car. This gives four less seating spaces, but much more standing room in the centre of the car. New grab rods have been added in this section. I don't know if you have ever noticed how the one man Witts differ from the two man. The main difference is that the one mans have dead man controls, electric heat, and a foot pedal for opening the front and side doors by air. The conductor's post is also removed and a seat set up there. The two men cars have old type control, coal stoves, and a hand valve to open the front doors.

I got a good chance to see the old deck roof jobs in operation by riding and talking to motormen. They number in the 1400's, 1800's, 1900's and 2000's (also 1300's, 1500's, 1700's and a few 2100's --Ed.). There are slight variations as to window groupings, etc. but all have highly varnished wooden seats and interiors. The door operations had me stumped until demonstrated by an operator. There is a double door in the front and a single exit door in the rear. The brake valve will open the first half of the front door or the rear exit door. To open the second half of the front door for use also as an exit, for the people wishing to get off at the front, there is a manually operated crank. The brake handle will close both sections of the front door. There is one more crank which flips that wooden sign or divider so that both sections of the front door can be used for entrance, or one side for entrance and one side for exit. This is manually operated. Most of these types have dead man control, although those used to pull trailers have the old type.

I think you rode the trailers with me last year. They are the same, wooden seats, three doors, one for entrance and two for exit (the central door served both functions--Ed.), with the conductor between them. They are heated with coal stoves also. As it was good and cold this week, I came to prefer the coal heated cars to the others. The PCC's were invariably cold as hell, with the electrically heated Witts about inbetween.

The company seems to have endless lines of those old deck roof cars in the yards and in operation at rush hours. They are for the most part well painted and kept up, though a few were in need of a paint job more than the steel equipment. There were about 20% of all cars looking as though they had just come out of the paint shop.

The Commission is using women quite a bit, although as conductors only as far as I saw.

I finally rode on those double end cars numbered in the high 2100's. They look inside a great deal like the St. Louis cars that Jamestown (N.Y.) had, including identical partitions between vestibule and car body. They are coal heated, with brown leather upholstery, and have a half width rear treadle operated exit door, same as the Weston Rd. cars. They were built in 1918 by Preston and have been remodelled several times.

2. Trips--Tuesday, Nov. 9--I started after lunch and rode Yonge St. for the complete length to the City Line. Then I got the North Yonge Railways and did not notice the destination sign. This car went only as far as Steeles' Corners, and was marked Steeles instead of Richmond Hill. It seems that they are operating stub service out this far, which gives double service for about half of the line. Steeles is at the end of the third fare zone (six zones to Richmond Hill--5¢ a zone). This stub car makes the round trip in 40 minutes, as against an hour and 20 minutes for the length of the line. They are pulling out some passing switches and putting in some new ones to make better meets on that section where the track is in the middle of the road. They still go like the devil down those hills and not so fast up. One operator had me really scared; he must have had that light car going about 55 or 60 down a long one. I was sitting on the back motorman's seat and

had to hang on for dear life.

From there I took the Yonge car to Bloor, and east on a Bloor PCC to Sherbourne. I rode the old wooden deck roof down the rocky track to King. There I let a couple of PCC's go by to ride a deck roof tripper over King to Yonge and by Yonge trailer to the hotel. I got to be a real trailer fan and rode them on all occasions on Yonge St.

Wednesday, Nov. 10--Spent the afternoon riding: Yonge to Queen St., then a PCC over West Queen, or Queen St. West as the Canadians say, to Sunnyside. There I got a one man Witt for a long ride out Long Branch through the three small towns. This line has recently had an addition to it; it now continues beyond the station and rusted circle on new track down across a valley, over a highway bridge (making the bridge a three-lane road instead of four-lane as the rest of the road is), up a hill, across the road and to a circle (loop) near a new large war plant. The total new trackage is probably about a third to a half mile long. I rode back on the same car (half an hour each way) to the big intersection where this line, King and Queen come together. There is also a car barn there, and I watched them send out trippers for the three lines over very complicated trackwork. I saw a deck roof job coming out for King St., so I hopped on as the only passenger and talked with the operator. He turned out to be a former Buffalo man who worked on the IRC years ago, running 5000's on the Elmwood line. He asked me all about present conditions on the IRC and in return explained a lot of things to me, including the fancy door controls on those cars.

I got off the King car at Spadina and rode one of the double end cars up to Bloor; got a PCC on Bloor to Yonge St. and down to the hotel again.

Thursday, Nov. 11--I went riding in the morning this time. I took Bay St. down to the waterfront, walked to the foot of Spadina and rode the whole length of the line up to Bloor. Then it was a Bloor PCC over to the east side of town to Coxwell. I found a car barn on that corner and walked through the outside yard. I found some work equipment, including a former single truck passenger car along the same body lines as the round window Weston Rd. cars. It had hand brakes, the seats out, and a large blade under one end with air equipment, to lower it, inside the car. It is evidently used as an ice scraper or something like that. I took the Coxwell car, a one man Witt, down to Queen St. On this section of Queen both the Kingston Road and Queen cars operate. I waited for a two man Witt on Kingston Road and rode in to Church St. Then a one man Witt down Church and over to within a block of the hotel.

In the afternoon I went with my wife up to Casa Loma via a two man Witt, or I should rather say a one man and one woman Witt. This car was the low slow type very similar to the IRC cars. I saw very few of these around the town, and only on the Bay line. I don't like them as well as the larger and higher (not really so--Ed.) and also faster Witts used on the other lines. We came back to town by way of a St. Clair Witt (usually this line is all PCC) to Yonge, and again a trailer to downtown.

Coming, we had taken the TH&B (8:45 A.M.) out of Buffalo with cars 85 (painted interior, over-padded walkover seats), 84 and 83, straight coach, and the most disgusting diner that I ever saw. It had two tables at one end and the rest was long tables down each side under and against the windows, with short back chairs facing the windows. The tables were red linoleum covered, and food was served on tin trays like a cafeteria (shades of things to come--Ed.). They called it an NYC grill car. Returning we got the 6:05 train out of Toronto with the same consist.

* ROUTE CHANGE NO SOLUTION--(Editor's Note: Backing up the "Robbing Peter to pay Paul" piece in last month's Newsletter, the following is an article by Robert Forhan, Chairman of the Regional Municipality of York (directly north of and adjacent to Metropolitan Toronto) as recently appearing in the Newmarket Era. Thanks go to Dave Stalford for forwarding it.)

In November 1979, following the Mississauga train derailment, the people of Southern Ontario were shocked into recognition of the fact that potentially lethal substances moved through their communities regularly. Until the derailment, I suppose we all knew, but didn't admit to ourselves that these commodities must have and did move in and out of our industrial areas. But, the abrupt awakening was sure to produce an emotional response: "Get those substances out of here!" It's not hard to comprehend that sort of reaction.

The Railway Transport Committee of the Canadian Transport Commission responded by holding hearings into rail safety and the report of that committee was released recently. Although it is lengthy, the main feature of the report for York Region residents is its recommendation that dangerous commodities be re-routed off the two main Metro lines. And, the report suggests using the CN York Subdivision line, which runs generally east-west through southern York Region, north of Steeles Ave. Naturally, I was surprised and appalled. To relieve one area's concerns by moving them is just not a poor solution--it is no solution.

To no one's surprise, reaction was immediate. On July 6, Mayor Lorna Jackson convened a meeting involving representatives from Markham, Vaughan, York Region, Etobicoke and North York to discuss the report. We all realized that shifting potential rail disasters to the north would not diminish their impact. In fact, staff studies showed that, within a few years, the population densities in the York Subdivision area could be virtually the same as in either of the Metro lines. As well, since substances such as chlorine are heavier than air, they tend to drift along the ground like a low cloud. Since the land in that area generally slopes to the south and since the prevailing winds are from the northwest, the greatest threat from such a spillage would be to the northern Metro communities.

Since that meeting, both Vaughan and Markham Councils have formally objected to the report's recommendations, opposing the diversion of dangerous commodities onto the York Subdivision and calling for improvements in safety measures and accident reduction techniques. As well, the Region's Engineering Department prepared an excellent report outlining its concerns and pointed out additional considerations which the CTC apparently failed to notice.

One of the most telling points of the Regional study was the notation that it probably is too late

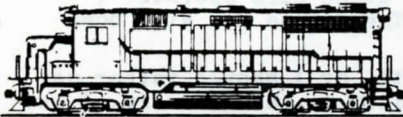
to make major changes in the development patterns along the York Subdivision line. Given that fact, and given the unknown impact of the proposed diversion of dangerous commodities to that line, it is clear that improving the present network should be the obvious interim step, rather than a venture into the unknown. If, indeed, detailed studies suggest other appropriate courses of action, which may or may not involve diverting carloads, at least we will know these plans truly are in the best interests of all concerned. Unfortunately, this cannot be said of the CTC recommendations today.

To date, the reports have been technical, listing risk factors and other statistical data on the transport of dangerous commodities. But, beyond these numbers and calculations are the ethical and social factors which are equally important. In making decisions about dangerous commodities in the future, how much risk is acceptable? I find probabilities of death an unacceptable measurement of various "solutions". I gain no comfort in knowing a disaster in one locale would kill only half as many people as a similar catastrophe in another place.

Who should be responsible for the safe transportation of dangerous goods? One would like to believe that Federal standards and regulations would offer us the security we seek. But, one has to question this, given the CTC's response to the Mississauga derailment. There are far too many important questions that have yet to be resolved.

The CTC should consider the following: 1. Take no irreversible action until it has all the information required to assess any remedial measure; 2. Ensure the information gathered is accurate and pertinent to the problem at hand, rather than being based on assumptions and statistics from other jurisdictions; 3. Reject the notion that relocating a problem is the same as eliminating a problem; 4. Utilize existing resources to bring the existing system to its optimum safety level, rather than funding sweeping changes and instituting an entirely new system before its strengths and weaknesses have been assessed.

*ERRATUM--For "last month's Newsletter", read "the September Newsletter".



MOTIVE POWER SECTION

POWER NOTES BY BRUCE CHAPMAN



--6107 has been assigned to Glen Engine Terminal, Montreal.

--Stored unserviceable at Winnipeg are 6577, 6607 and 6608.

--8700 and 8500 are upcoming candidates for rebuilding.

--7048 is stored serviceable at Thunder Bay.

--6608, 7105, 7118 have arrived at Weston Shops (Winnipeg) for scrapping. 4441 met its end there on Aug. 24; 8576 is awaiting its fate there.

--5734 emerged from Angus Shops Aug. 12 after rebuilding following a wreck at Chalk River, Ont.

--1553 ex-8623 has been outshopped by Angus after rebuilding.

--CP steam generator car 402469 is being scrapped.

--The B&M has bought CP RDC-1's 9054, 9060, 9066, and 9068, as of May 2, 1983.

Retirements--4063, 4431, 4434, 4439, 4442, 4461, 6546, 7036, 7053, 7093, 7104, 7118, 8202, 8439, 8440, 8465, 8470, 8478, 8479.

Deliveries, Transfers, Rebuildings--6049, 6051 arrived from GMD Aug. 30; 6054, 6050,

Sept. 15; 6052, 6053, Aug. 31.

--4070 arrived Angus Shops Sept. 27 for rebuilding to 1300.

--The following three rebuilds have been assigned to Thunder Bay, releasing GP9's for road service: 1558 (ex-8498), 1560 (8488), and 1562 (8537).

--6503, presently at Vancouver, is being sold to United Grain Growers.

--8498, rebuilt to 1558, released from Angus Sept. 20; 8618 became 1555, released Sept. 9;

and 8623 has begun a new life after rebuilding as 1553, being released from Angus Aug. 31; 1304 ex-4074 left there Aug. 30.

--8018 has emerged from Weston Shops with roller bearing trucks after an overhaul.

--5670-74 have been transferred from Winnipeg to Calgary.

--5758, 5802 entered Ogden Shops Sept. 30 for application of new robot equipment.

--6127 has been relocated from Calgary to Toronto.

--The Bombardier units on lease will be kept for an additional six months.

--CP is leasing 12 C&O GP38's and assigning them to Winnipeg.

--6591 (MLW S-3, built 1957) will go to the City of Brockville for permanent display.

--CP hopes to try out two of GMD's new SD50-A units next year.



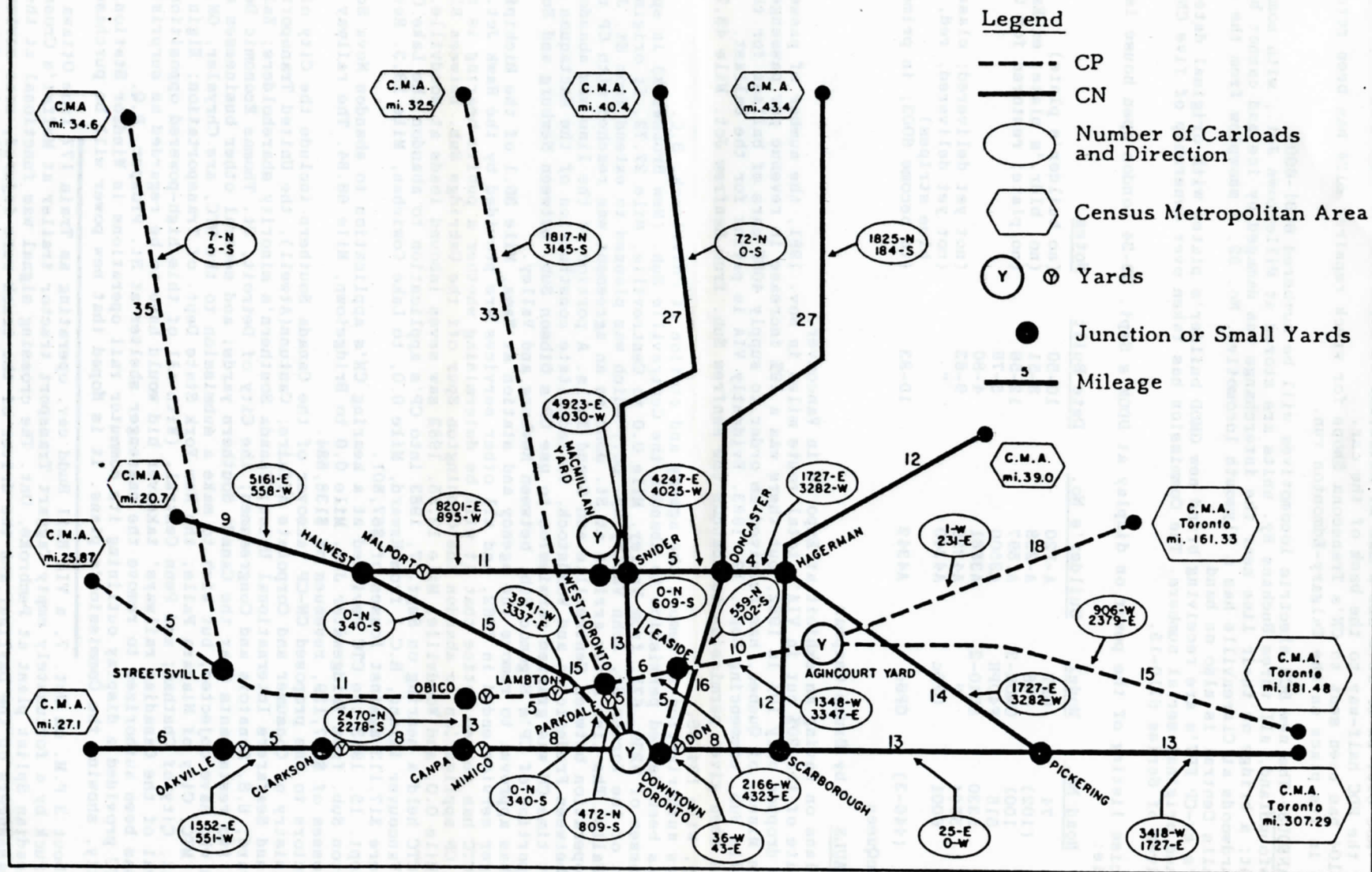
Retired: 3745, 4341.

--9152 has been rebuilt as 'B' unit 9103; 9157 has been converted and is now 9102.

In addition, 1023 has emerged as 1123, 1001 as 1101.

--900-911 have been observed in storage at Clarendville, Nfld. 913 and 919 have been cannibalized for parts.

SCHEMATIC DIAGRAM OF ROUTES WITH DANGEROUS COMMODITY CAR COUNTS



The above diagram is extracted from the recent CTC study entitled "The Transport of Dangerous Commodities in the Toronto Census Metropolitan Area: A Preliminary Assessment of Risk". The figures contained in the ovals reveal the number of carloads of dangerous commodities traversing the various segments of the Toronto area rail network over the first six months of 1982. It can be seen that the CN York Sub. already carries significant volumes of such traffic without the addition of the volume from the CP North Toronto Sub. as suggested by the report.



RDC 6204 has been fitted with a wheelchair lifting device in the baggage section.

The following units are stored unserviceable: 6516, 6535, 6537, 6768, 6771, 6776, 6866, at CN Pt. St. Charles Shops, Montreal; 6629, 6759, 6858 (CN Moncton Shops).

--RDC 6131 ex-CP 9070 hit a car at Kitchener on Sept. 10. The auto's gas tank exploded, burning the RDC half-way to the back of the car.

--RDC 6104 has been sent to CN's Transcona Shops for wreck repairs; 6124 has been returned to service in its place on the Calgary-Edmonton run.

MISCELLANEOUS--The new BCR electric locomotives will be numbered 6001-6007.

--In Newfoundland, all three Buchans Ry. units are stored at Millertown Jct., with some equipment; a bridge on their line near the interchange was damaged by ice and cannot be used. Nfld. Hardwoods at Clarendville has a Plymouth locomotive, No. 32. A snowplow from the defunct Grand Falls Central is also on hand.

--MUCTC's ex-CP FP7's are receiving brand new GMDD builder's plates with original dates from the 1950's and original serial numbers. The Commission has taken over ownership of five CN electric locomotives of Series 6710-15.

--A precise listing of the power on display at DDGM's Sept. 23-24 London open house is now available:

Owner	Road No.	Model	Builder's No.	Date Built	Notes
TH&B	74	GP7	A-120	10-50	(no builder's plate)
DD	(102)	SW8	A-238	8-51	(no bldr.'s plate; ex-Essex Term.)
GMD	1001	GMDH-3	A1597	12-56	(no plate; restored for CRHA)
GO	515	F40PH	A3500	5-78	
CN	5330	SD40-2	A3881	4-80	
CP	5584	"	A4338	9-83	(not yet delivered; class DRF-30u)
BCR	6001	GF6c	A4340	"	(not yet delivered; red, white and blue stripes)
BCR	(446-3)	GF6c	A4342	10-83	(to become 6003; in primer)

--Don McQueen

SHORT HAULS by Bruce Chapman

--VIA plans on having an exhibit at Expo 86 in Vancouver.

--In spite of the 20% cut in VIA's total route miles in Nov. 1981, the number of passengers carried dropped only 10% in 1982, but there was a 19% increase in revenue per passenger mile.

--Hilton Mines, of Quebec, has received an order to supply 4000 cars of ballast for the CN Brockville Sub. commencing Sept. 19, 1983. Evidently VIA is paying for the ballast.

--CN has been given permission to abandon the Renfrew Sub. from Renfrew Jct. Mile 43.79 to Whitney, Mile 134.05.

--CN has authorization to remove the agency and station at Chilliwack, B.C.

--CN has been denied permission to abandon the Centreville Sub. (New Brunswick) in spite of 1983 losses of \$239, 671, from Valley, Mile 0.0 to Centreville, Mile 27.72. It originally was a segment of the former St. John Valley Ry. Co., which was planned to extend from St. John to Grand Falls. The line never arrived at St. John as an agreement was reached with CP to allow joint operation between Centreville and Grand Falls. A portion of the line was abandoned in 1966, between Fredericton and Woodstock, to facilitate construction of the Mactaquan Power Dam. At that time CN was granted permission to use CP's Gibson Sub. between Newburg and South Devon and a portion of CP's Sogomoc Sub. between Newburg and Valley.

--ACR has approval to remove the agency and station at Wawa, Mile 30.1 of the Michipicoten Sub. Passenger service ended in 1962, and all other services are provided by the Hawk Jct. agent.

--The CTC has served notice that it will be determining whether a public hearing is required into a CN application to abandon the Cannington Spur off the Uxbridge Sub. between Blackwater, Ont., Mile 0.0, and Woodville, Mile 12.55. 1982 saw seven inbound loads at Woodville.

--The CTC held a hearing on Sept. 7, 1983 into CP's application to abandon the Lake Cowichan Sub. (Vancouver Island, B.C.) from Haward, Mile 0.0, to Lake Cowichan, Mile 18.3. Revenues in 1982 were \$17,113 against losses of \$67,801.

--On Sept. 15, 1983 the CTC reviewed at a hearing CN's application to abandon Nova Scotia's Middleton Sub. from Bridgewater Jct. Mile 0.0 to Bridgetown, Mile 66.84. The railway claimed 1982 losses of \$197,139, revenues of \$138,884.

--Objectors to the proposed CN-CP takeover of the Canada Southern include the City of Windsor; the Ministry of Consumer and Corporate Affairs; Cantunn(Atwell); the United Transportation Union and Seafarers International Union; Canada Southern's minority shareholders; Zalev Brothers scrapyard; U.S. Senators and Congressmen; the City of Detroit; St. Thomas Economic Development Corp.; two restaurants near the Canada Southern yards; and several other businesses and taxpayers. Others who have objected, but wish to make a submission to the RTC, are Chrysler, GM, Ontario Hydro, MTC, City of Niagara Falls; the New York State Dept. of Transportation; Elgin County Council; City of Chatham; and Penn Central. (With all of this high-powered opposition, CTC approval of the Canadian railways' takeover bid would have to be regarded as surprising. --Ed.).

--CN has been authorized to remove the passenger shelter at St. Prosper, P.Q.

--MUCTC provided a display outlining its commuter rail operations in Windsor Station, Montreal recently, showing the Commission's plans. It is hoped that new power will be purchased in 1985.

--At about 3 P.M. on Oct. 7, a VIA Rail Budd car, operating as Train 177 from Ottawa to Sudbury, was struck by a fortunately empty Taggart Transport tractor trailer at Moffat's Crossing, near the Canadian Splint plant at Pembroke, Ont. The crossing signal was functional at the time. Five passengers on the Dayliner and the driver of the truck were injured, none seriously. The car was not derailed, but one side suffered broken windows and other sideswipe damage. Not until some three hours later did VIA manage to round up a bus to take passengers on to North Bay and Sudbury. The carrier also "missed the boat" in not taking an RDC on the rear of Train No. 1 to Sudbury so that it would be there in time to operate as eastbound Train 178 on Oct. 8.



UCRS and other events and activities

by Ed Campbell

The 1983 UCRS Annual Banquet is just over. Close to 90 members and friends enjoyed J. Norman Lowe's excellent talk about the fortunes of the CNR, illustrated with slides that fascinated everybody. After a well attended social hour, the members sat down to a splendid steak dinner. President Charles Randall, just before introducing the speaker, introduced early members of the Society and out of town members, all of whom were warmly welcomed. The organizers of the evening are to be congratulated.

--Our very sincere sympathy is extended to George Meek, whose brother died very suddenly recently.

--As previously announced in the Newsletter, Canada Post is issuing a series of stamps with pictures of historic steam locomotives. These stamps will be used for mailings of the Newsletter, for all members to see and collect.

Friday, Nov. 11--Ontario Society of HO Model Engineers meet, to be held at Rosedale Presbyterian Church at South Dr. and Mt. Pleasant Rd., Toronto.

Saturday, Nov. 12--"Model Rails to Mississauga", a model railroaders' meet at Sheridan United Church, Mississauga, located at 2501 Truscott Dr. There will be a layout tour from 1 P.M. to 5 P.M. and an evening program from 6:30 P.M. to 9:30 P.M. at Sheridan United Church. These meetings are hosted by the Erin Mills Model Railroad Club of Mississauga and the Central Ont. Div. of the NMRA.

Friday, Nov. 18--The regular UCRS Toronto meeting at the Education Centre, College and McCaul Sts. There will be the usual get-together at 7 P.M. so that the meeting may commence at 8 P.M. sharp. The program will be provided by Peter Jobe, who will show slides of railroading in Western Canada. Do not forget your Newscast slides.

Saturday, Nov. 19 and Sunday, Nov. 20--The Barrie Model Railroad Show will be held at the Barrie Armouries. The UCRS will have a booth at the show.

Saturday, Nov. 19--The Toronto Transportation Society's Slide and Photo Sale and Swap at the Community Centre. 2445 Lake Shore Blvd. West, Toronto

VIA'S NEW MEAL SERVICE--EXTRACTS FROM AN EXCHANGE OF LETTERS

Mr. Pierre Franche, President,
VIA Rail Canada Inc.

Dear Mr. Franche:

The complaint that I have (I am sending another more detailed letter on this complaint to my local Member of Parliament) is regarding the new meal service being introduced on all trains. It isn't that the quality or quantity are poor, it's just that two selections for breakfast, lunch and dinner is very poor; I think there should be at least four selections at each mealtime. I know that the cost of running a diner is very excessive, but from the comments I heard on the train, people are quite upset.

Yours truly, Bruce D. Cole

Dear Mr. Cole:

We have noted your comments regarding our new Continental meal service recently introduced on Western Transcontinental trains. We realize that customer acceptance of our meal service is highly desirable, and we are doing our utmost to ensure that the new meal concept is based upon conceived (Sic; presumably "perceived" intended) customer needs. To this end, changes have been introduced resulting in economies that have been passed along to our customers, while maintaining the overall standard of dining car service. I would also add that we have received many positive comments with respect to our new meal concept.

This service was designed with the idea of maintaining the dining car service at a reasonable cost, and providing freshly prepared meals. The new service features a choice of main dishes at each meal, plus appetizer, dessert and beverage at a fixed price for the full meal. Many of our passengers appreciate the fixed price concept as it permits them to budget their meal costs for the trip well in advance.

As part of the Continental meal service concept, the dining car now offers full meals only. Passengers desiring lighter meals, such as soup or sandwiches, may obtain these items in auxiliary food outlets on board. We do not serve toast in the snack car; however, a light breakfast is offered daily in the Skyline and Park cars. I might add that sleeping car and Dayniter passengers can obtain snack service from the car attendant at their seats or other accommodation. We are currently reviewing our menus and your suggestions will certainly be considered.

Harold F. Murray, Vice-President,
VIA West (replying for Pierre Franche)

--VIA 682 had five Budd cars (6212-6004-6111-6006-6206) on Sat., Aug. 20 owing to Canadian National Exhibition traffic.

--Ian Platt via Tempo Jr.

--Thousand Islands Ry. 500, a 35-ton vintage diesel displayed at Gananoque, Ont. since 1963, has been moved to a new location there, at the Chamber of Commerce Building.

--GMDD will build 15 JT22MC units early in 1984 for Egypt.

--TH&B 74 was loaned to GMDD for the 75th anniversary celebration of GM, being part of the builder's first order in 1950.

-BRUCE CHAPMAN