



Newsletter

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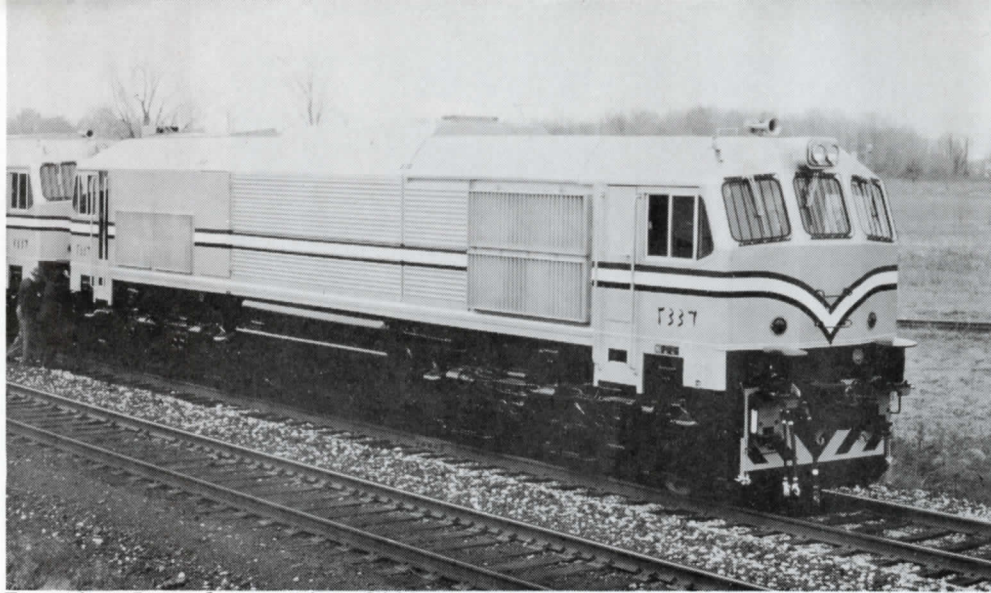
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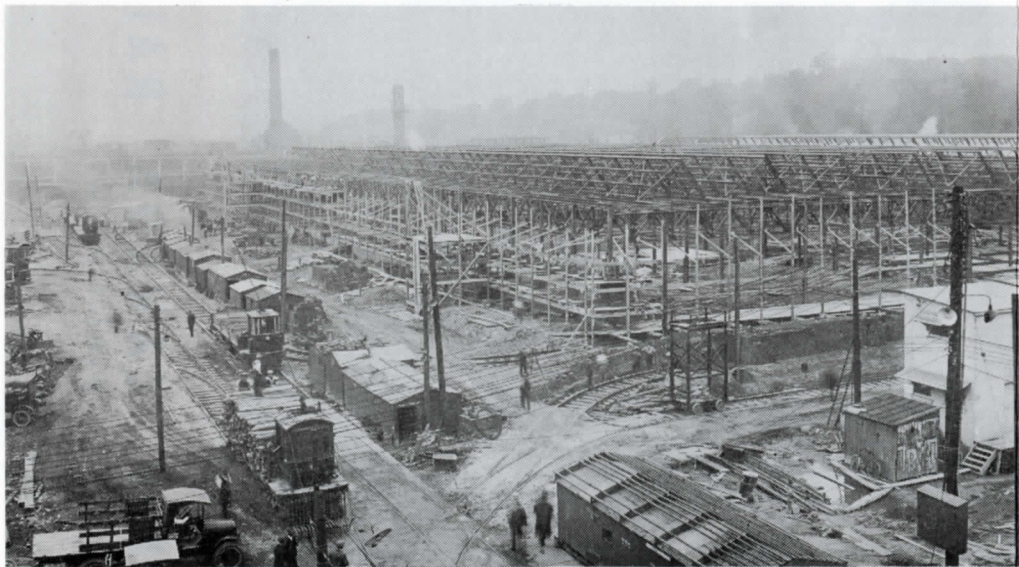


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



Egyptian Rys. locomotive 3446, Model JT 22MC, poses on the GMD test track at London, Ont. before being shipped to its owner. Mar. 30, 1984.

--Ian Platt photo



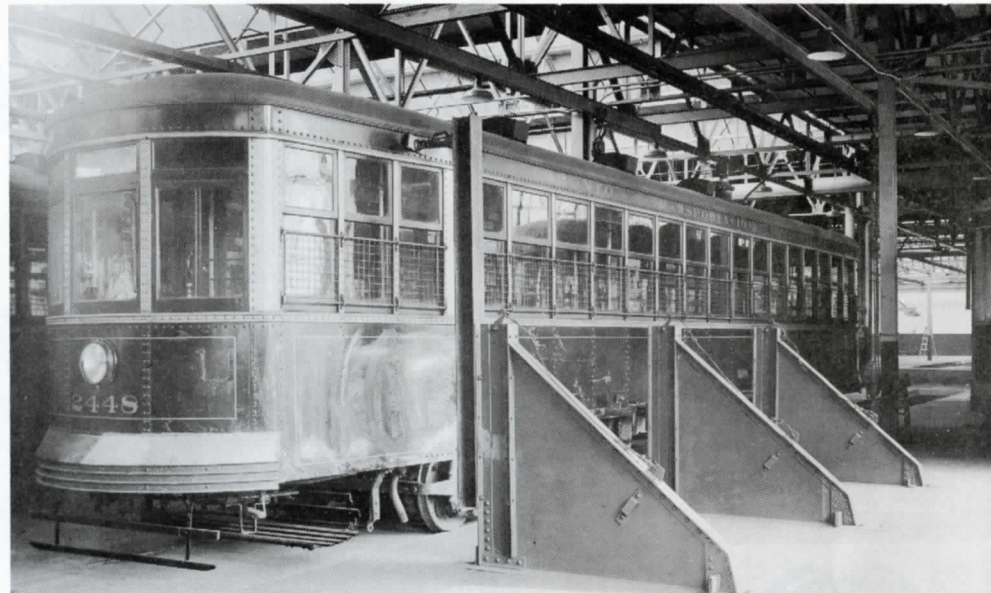
General view of the main shop building at Hillcrest under construction in September, 1923, some six months prior to opening, looking north-west. On the left side of the photo are at least four Watson fendered motor flat cars and one of the 11 differential dump cars which had been delivered during the previous year. Also visible (centre right) is an unmotorized tower car for overhead work.

--TTC photo

--TTC photo by Ted Wickson



TTC Scarborough Rt cars 3002 and 3003 are viewed by TTC officials, Federal, Provincial and City of Scarborough representatives, and members of the media, after being officially unveiled at Ellesmere Station on Apr. 17, 1984. Note 3003, awaiting unloading from the special tractor-trailer unit which has transported it from the UTDC plant at Kingston, Ont. View looks north to Ellesmere Rd.



Large Witt 2448 is pictured in the car press (body straightener) at Hillcrest Shops during the facility's first week of operation, in March, 1924. Note the window screens on the car, which were removed from the Witts and trailers in the mid-1930's, and also the "clean" original front end, prior to the application of such appendages as window wipers, advertising card brackets and hooded dash lamps.

--TTC photo

CP Rail progress

BASED ON A SERIES OF COMPANY RELEASES

--CP Rail has established a special team in Winnipeg to work closely with the grain industry, terminal operators and government agencies to meet the challenge of moving to market all of the grain traffic that may be offered to the railway. In addition to dealing with export grain, the team will be responsible for the transportation of domestic grain produced in both Eastern and Western Canada. Creation of the team is a direct result of the passing of the Western Grain Transportation Act, which wiped out the Crow's Nest Pass rates and has essentially put western grain traffic on a paying basis. In setting up the new team, CP is putting marketing and operating railwaymen together in a single unit designed to provide a coordinated approach to grain transportation throughout its system. The team will be jointly headed up by H.M. Biden, General Manager, Grain Marketing and Sales, and J.W. Manson, General Superintendent, Grain Transportation. Mr. Biden will be responsible for increasing CP Rail's share of agricultural shipments, as well as administering rates and tariffs related to grain traffic. He will also be seeking opportunities to introduce new services, to expand railway facilities for shippers, and to help in developing new markets for Canadian grain. Mr. Manson will be responsible for working with the Canadian Wheat Board, the Grain Transportation Agency and the grain industry in placing, loading and moving grain cars. In addition to the day-to-day task of picking up grain from prairie branch lines, moving loaded cars by train to destination and getting empty cars back to prairie elevators, he will be charged with planning improved transportation systems for the future. Both men will be supported by staff experts assigned full time to the grain team, which will be based in the new CP Rail System Grain Office in the Richardson Building in downtown Winnipeg.

--CP Rail saved \$17 million in fuel costs in 1983 compared to 1981, even though it moved the same amount of freight in the two years. The 1983 level of diesel fuel consumption, 7% less than in 1981, was achieved by conservation measures that included, among other things:

--Increased efficiency in major yards due to computerization; modernization of older locomotives; purchase of new, fuel-efficient locomotives; computer-assisted training programs for engineers that have led to increased efficiency in train handling and operations; way-side heaters for stationary locomotives to reduce engine idling time; the increase in container trains, estimated to be about 30% more fuel efficient than trains carrying trailers on flatcars; grade reductions.

It is estimated that, when the largest single grade reduction project, the Rogers Pass Tunnel, is completed by the end of 1988, it will save the railway approximately 1.3 million gallons of diesel fuel per year.

--Highlights of CP Rail's Western capital expenditures scheduled for 1984 include:

- Approximately \$65 million for the Rogers Pass project to set up two 400-man work camps, install power supplies, start construction of four bridges on the surface route, and begin a nine-mile tunnel working from both east and west portals. This is the third year of the Rogers Pass Project, which is expected to cost more than \$600 million. Some \$24 million has already been spent in 1982 and 1983. Expected to be completed in 1988, the Rogers Pass tunnels will reduce to 1% the existing 2.2% grade from the Beaver River Valley to Rogers Pass.
- \$26 million to continue double-tracking, relocate some main track, extend sidings, and widen embankments.
- \$55 million for 263 miles (about 60,000 tons) of new and refurbished rail, \$18 million for 755,000 new track ties, and \$16 million for 391 miles of ballast.
- \$10 million for renovation and replacement work on 21 bridges.
- \$27 million to upgrade repair facilities, principally to complete installations at the new \$16.5 million Winnipeg diesel shop; to begin construction of a hopper car cleaning facility at Saskatoon; to continue construction of a \$15 million locomotive and freight car repair shop in Moose Jaw, a three-year project begun in 1983; and to continue the four-year construction of a coal car repair shop at Golden, B.C.
- \$21 million to continue installation of a \$40 million computer-aided signal system on 415 miles of double track between Winnipeg and Thunder Bay which, when completed at the end of 1986, will increase train capacity by 30%, and to improve train radio systems in southern Manitoba and between Calgary, Alta. and Field, B.C.
- \$9 million to complete a new \$14 million intermodal terminal at Edmonton, expected to be in operation in October 1984, having the capacity to handle 50,000 trailers and containers a year, and to complete the mechanization of the Calgary intermodal terminal so that trailers as well as containers can be handled by top-lifter, and to build an additional track at the Winnipeg intermodal terminal.
- \$8 million for improvements at customer facilities, including the completion of a \$5.7 million potash unloading facility at Thunder Bay Terminals Ltd., which, when operational for the 1984 shipping season, will double the ship-loading capability of the terminal to more than two million tons annually.
- Approximately \$2 million to install a further 14 hot box detectors between Thunder Bay and Vancouver.



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WILL A GRAVE MISTAKE BE MADE AT HAMILTON?

The current debate over GO-ALRT in the City of Hamilton has to be regarded as most unfortunate in the context of the benefits to be conferred by a new rail transit system as are being enthusiastically embraced, or at least accepted without significant reservations, by all other municipalities to be served by it. Hamilton-Wentworth rejected ICTS to the Mountain (and got nothing in place of it) and now threatens to bicker about the alignment of GO-ALRT through West Hamilton, and even over the value of the new rail system per se. The unrest may go so far as to cause the project to be terminated in an area of little population density in the west end of the city. If this occurred, the line would end at a point where motorists on the adjacent Highway 403 would simply laugh at the poor transit passengers being dumped out in the middle of nowhere while they, the motorists, sail through the 403-Main St. interchange and proceed directly downtown. This would be in ironic contrast with the favourable impression created by transit as Spadina Subway trains whiz by backed-up motorists north of Eglinton Ave. on the "Allen Road" (Spadina Expressway) or as GO trains leave motor vehicles on the Gardiner Expressway in their wake in the Sunnyside-Humber River area. In the opinion of this Editor, if the GO-ALRT line was forced to terminate out on the north-west fringe of the City of Hamilton, it may as well not be built at all. Inter-city rail service which terminates in suburban locations is simply inadequate and gives the mode a bad public image. Why is VIA Rail striving to get back into Palais Station in Quebec City? Why is it also trying to overcome CP Rail's intransigence in Edmonton? Citizen activism has to be lived with up to a point, but when it threatens to destroy any chance of improvements which would be of advantage to the majority, it is time to say "enough". It is greatly to be hoped that the Ontario Government will maintain the courage of its convictions so that a direct Toronto Union Station to Hamilton CBD GO Transit rail service (with no intermediate transfer) may one day eventuate. --SIW

READERS' EXCHANGE

- Ray Bryson, 1231 Richmond St., Apt. 911, London, Ont. N6A 3L9, is interested in securing an old postcard of the CPR Severn Falls, Ont. station. He is also involved in research on railway station gardens and would appreciate hearing from anyone who has material or could share information.
- Ron Rumer, 543 E. Geneva Ave., Philadelphia, Pa. 19120, U.S.A., wants recorded sound of CPR steam in mountains, also addresses of railroad record suppliers in Canada.
- For Sale--railway timetables: the famous UK "Bradshaws" in its final years, 1959/60/61, in fine condition. More than 1200 pages each. Also, British Rail passenger timetable books for 1959; six volumes measuring six inches. Also, U.S. Official Guide to the Railways, various years in the 1940's and 1950's; also 1971 issues before and after Amtrak. Address your wants to Timetables, 47 Thorncliffe Park Dr., Apt. 1103, Toronto, Ont. M4H 1J5.
- William L. Reddy, 2900 Syler Rd., Varysburg, N.Y. 14167, U.S.A., is working on a project for the Buffalo Chapter, NRHS, on Russell snow plows, cabooses, etc.: a short history. They sold a number of plows to Canadian railways and to street railway companies, and if any UCRS members have pictures of these cars or other information, Mr. Reddy would be grateful to have access to same for use in the book. All contributions will be acknowledged.
- Jurgen Niemietz, P.O. Box 236, Station D, Scarborough, Ont. M1R 5B7, has for sale a six-channel Bearcat hand-held portable scanner, Model BC 4/6, capable of receiving signals in the Low (33-47), High (152-164), UHF (450-470) and UHF(T) (470-512) bands. Included are 12 crystals capable of receiving the CN and CP Rail radio frequencies, chargers, AC adapter, batteries and magnetic mount outside antenna for car use. May be used on 110 volts AC or in automobile. \$300 or best offer. Call (416) 494-1177.

COVER: In the days of live elm trees and quiet highways, TTC cars 2210 and 1326 top the rise of the Hamilton Escarpment on Hwy. 25 approaching Speyside, en route to the property of the Ontario Electric Railway Historical Association near Rockwood. These were the first cars to be delivered to the museum site. The date: June 25, 1954.

--Photo by Bob Sandusky

--CP's more modest 1984 Eastern capital works program includes \$45 million for the placing of 134 miles (about 28,000 tons) of rail, about 325,000 tons of ballast on 104 miles of track, and more than 530,000 new ties.

Work will continue on the improvement program for Angus Shops, begun last year, which involves work on the locomotive and car paint shop and the completion of a liquid waste treatment plant. Another important Montreal project is the construction of a new departure yard at the St. Luc complex to facilitate the handling of long trains and to allow for some in-train repairs. CP Rail expects to spend approximately \$5 million this year on the Angus and St. Luc projects. Other expenditures include expansion of the St. John, N.B. intermodal terminal, and construction of a terminal for handling mixed freight shipments in Toronto. In the field of communications and traffic control, CP will spend about \$2 million on a traffic control system at St. Luc Yard. The project is in its third and final year, and when completed will increase both the efficiency of train operations and traffic capacity. In addition, more than \$2 million is expected to be spent on train radio systems in Eastern Canada, as well as \$1.3 million on the installation of nine hot box detectors.

--CP Rail has completed the installation of advanced point-to-train radio communications systems on 922 miles of track in the West, in Northern and Southern Ontario, and in Eastern Canada, at a cost of \$3.4 million. Point-to-train radio enables immediate two-way communications between the dispatcher, train crews, and track maintenance workers on the line. By pinpointing the locations of trains, the radio systems enable the dispatcher to plan train movements more efficiently with an avoidance of delays, and to increase the time available for track maintenance. The systems are installed on 99 miles of track between Red Deer and Edmonton, Alta., Wetaskiwin and Hardisty, Alta. (95 miles); Emerson and Winnipeg, Man. (63.8 miles); Toronto and London, Ont. (114.6 miles); Toronto and MacTier, Ont. (126.9 miles); Sudbury and Sault Ste. Marie, Ont. (220.4 miles); and between Megantic, P.Q. and McAdam, N.B. (201.5 miles). Radio antenna towers spaced approximately 35 miles apart are the links between the dispatcher, train crews and any track maintenance workers on the line. The train crews and maintenance workers communicate by way of mobile or portable radios; their messages are picked up by the radio towers and transmitted to the dispatcher. Messages from the dispatcher are relayed to the radio towers which transmit messages to the radios of the train crew or track workers. The radio systems are Canadian-made: Motorola Canada Ltd. supplied the transmitting equipment; Advanced Tower Ltd. the antenna towers; while Senroy Inc. and Tri-Bar Construction Ltd. supplied the prefabricated buildings that house the control equipment at the bases of the towers. CP Rail had previously installed similar point-to-train radio systems on 6500 miles of track across Canada as part of a \$21.4 million program to upgrade communications by 1992.

--CP Rail's 1983 construction projects in Ontario saw the expenditure of more than \$51 million on building and reconstruction. The year's program included the laying of 70 miles of new rail, the installation of more than 438,000 track ties, the laying of over 417,000 tons of crushed rock and slag ballast, and installation of 18 hot box detectors. The railway rebuilt 17 bridges, extended six sidings, and constructed new buildings in Toronto, McKerrow, Chapleau and Ripple. Approximately \$12.9 million was spent replacing rail, including major programs near Toronto, along the north shore of Lake Superior, and near Sault Ste. Marie. The tie replacements took place along 3100 miles of track. Ballast programs were carried out between St. Clet, P.Q. and Chesterville, Ont., between Medonte and MacTier, near Sudbury, in Ottawa, and along CP Rail's main line through North Toronto. The tie and ballast programs cost approximately \$18 million.

Bridge replacement projects, costing more than \$6.4 million, took place near Carleton Place, Brighton, Port Hope, Chesterville, Pembroke, Woodstock, Milton, Toronto, Norwood, Alliston, Whitby, Medonte, and Warren. To help relieve train congestion in the area, CP Rail spent \$1.2 million installing eight diamond crossings at West Toronto. The railway has also increased capacity on its transcontinental line by spending more than \$1.9 million in extending sidings at Bonfield, near North Bay, Dalton, near White River, Morel, near Mattawa, Hodgson, near Mattawa, and at Chalk River.

Approximately \$220,000 was expended on new toolhouse facilities in Toronto, and on maintenance crew buildings in Toronto and in Northern Ontario at McKerrow, Chapleau and Ripple. CP Rail spent \$3.6 million installing 18 new hot box detectors and relocated three in Ontario. There are now 67 of these early warning devices in service across the province. The building and reconstruction projects in Ontario were part of CP Rail's nation-wide program which included \$315 million of capital works and \$722 million for maintenance and repair work.

--D'Alton Coleman, Vice-President, CP Rail, Eastern Region, has revealed in a press release that his railway had the fewest accidents per million locomotive miles over the last five years of all North American Class 1 railways. This is an accomplishment of which CP can be justifiably proud, and the NEWSLETTER is also proud to be able to report that the distinction goes to a Canadian railway.

--CP Rail has tested and evaluated talking hot box detectors, which transmit radio messages to train crews warning of wheel bearing failure on freight cars. Twenty-three of these sophisticated warning devices will be installed this year on the company's lines. Infra-red scanners measure wheel bearing temperatures in passing trains and spot overheating wheels, sticking or defective brakes, and dragging equipment. The talkers transmit voice messages to the radio in the locomotive cab, giving the all-clear to the train crew, or conversely informing them of the number, type and location of defects spotted in the cars in the train consist. The railway has installed 232 hot box detectors to date on lines near population centres, at a cost of \$25 million. The existing detectors either have large trackside screens that automatically display information for train crews, or produce a printout to alert the dispatcher or operator who then advises the train crew by radio. The 23 new talking detectors will be installed in the fall of this year, principally in Western Canada. In 1981 the Canadian

Transport Commission ordered CP to install detectors or to make inspections on trains containing certain dangerous commodities near centres of 10,000 or more population by Oct. 1, 1987. The railway's detector installation program met the CTC requirement by the end of 1983, nearly four years ahead of schedule.

--CP Rail has begun taking delivery from Dupal Construction Inc. of Longueuil, Que. of 34 trackside units to house signal equipment for its CTC system between Winnipeg and Thunder Bay, Ont. The new system involves a microprocessor-based display console, in the Winnipeg train dispatcher's office, which will show the location of trains and enable monitoring and control of train movements on the 415-mile line.

VIA: WHERE GOEST THOU?

VIA Rail Canada Inc.

When addressing Transport 2000's Annual General Meeting in Toronto on Mar. 31, the Hon. Lloyd Axworthy, Minister of Transport, failed to set forth what VIA's plans are for the next few years. By failing to do so, he also failed to calm fears which exist in many people's minds about the scope of future operations.

For example, there is in some quarters a feeling that VIA sees itself as ultimately operating only in the high traffic potential Quebec City-Windsor-Sarnia Corridor, leaving less populated sections of Canada to other means of transportation. This suspicion has been aided and abetted from time to time by numerous articles and pronouncements by VIA officials that it is only in such high density areas as the aforementioned corridor that passenger trains can compete effectively.

Of course, it would be politically impossible to implement such an operating policy in the immediate future; however, VIA must be watched very carefully to be sure that some of these other services, such as those in the Maritimes or Western Canada, are not allowed to die through deliberate policies of unattractive schedules and fares, lack of advertising, poor schedule keeping, etc. This will probably be an important role for watchdog groups such as Transport 2000.

Reading between the lines in Mr. Axworthy's speech, it seems that VIA has decided, in the face of numerous protests, not to kill off transcontinental service, as had long been feared, but instead to purchase new bilevel equipment. However, supporters of rail passenger service had better not rest until the car orders have actually been signed.

Little, however, was said about the possibility of high speed services on "mini-corridors", such as Calgary-Edmonton, which would appear to be ripe for such an operation.

The thorniest question of all, of course, is VIA's status as a corporation, and its lack of real power or authority. When VIA Presidents have stated publicly that they are being overcharged by CN and CP for operating their trains, and when the railways consistently refuse to justify or itemize such charges, there has got to be something wrong. It is ludicrous that a publicly owned corporation such as VIA should allow itself to be "ripped off", particularly by another government creature, i.e., the Canadian National Railways.

What is needed immediately (and what should have been put in place before VIA got going in the late 1970's) is an Act which requires VIA to pay only the railway's direct costs associated with running the trains, together with a reasonable margin of profit for doing so. An independent board of arbitration could be commissioned to make sure that the charges are fair. Reportedly, Amtrak's contract with the U.S. railroads permits a much fairer pricing arrangement, and the Government of Canada would do well to study and perhaps copy that.

In the same vein, a regulatory board with the final say is needed to permit VIA to establish new services on lines which the railways wish to remain freight only. Case in point: extending the Calgary-Edmonton service (two trains daily) from its present inconvenient terminus at South Edmonton into downtown Edmonton over the CPR High Level Bridge, into the CN Station. VIA has been trying for several years to accomplish this, but CP reportedly claims that track and signal modifications costing millions would be necessary. For two trains a day?! When the CPR itself ran more passenger trains than this over the line a few years ago?

If VIA is being subjected to obstructive tactics on the part of the railways, then what it needs is the power to expropriate service; in short, the railways would be required to accommodate VIA on any and all lines upon which it desired to establish service, and would be empowered to charge the passenger carrier only operating costs and any modifications which could be independently proven to be necessary, such as signals or additional trackage. The lack of action on the part of the Liberal Government in resolving these problems should be ample evidence of its disinterest in seeing VIA flourish.

In the longer term (since it is something that would probably require a great deal of effort), VIA should pursue reduction of some of its grossly inflated labour costs. In particular, and again emulating Amtrak (in the Northeast Corridor), the carrier should seek to compensate operating employees for the time actually worked, rather than by the outdated mileage principle. This could be accomplished by having the employees on VIA's, rather than the railways', payrolls, as is the case in the Northeast Corridor, on the Amtrak-owned tracks. This would probably bring the additional benefit of providing better supervision of the on-board employees, the service rendered by whom, judging from complaints, has deteriorated drastically in recent years.

Another idea which VIA could well borrow from Amtrak would be that of penalties against the railways if passenger trains are delayed for freights. Again, it's hard to avoid the impression that, since CN and CP are no longer directly in the business of satisfying the passenger who is riding their rails, they don't always do the best job that could be done of running the train which is carrying him. In short, the railways have to be made to realize that VIA is not a Golden Goose to be plucked and then killed.

Turning to VIA's equipment policies, these reveal some muddled thinking. The much-touted LRC trains have given no end of trouble, and at the present time they aren't even using what was supposed to be their most important feature: the tilt mechanism to permit them to negotiate curves at faster speeds than conventional trains.

In theory the faster schedules of the LRC trains, like those of the Turbos before them, were supposed to be airline-competitive. In the cold world of reality, even if the LRC's can be made to operate properly, will they ever attract sufficient additional passengers to pay for their tremendous design, construction and repair costs, not to mention the loss of hundreds of passengers who have in the meantime sworn off train travel because of LRC delays? VIA would have been far wiser to have bought a simple, proven design, such as the Amcoach, or better still an updated version of CNR's 1954-vintage 5400 series coaches, using lighter weight components where feasible. While VIA might be quick to deride a 30-year old design as obsolete, European operators such as the Dutch State Railways have bought remarkably similar cars within the last few years.

Along the same lines, why doesn't VIA, for its new transcontinental stock, simply buy versions of Amtrak's Superliners, with a few improvements to take advantage of the U.S. carrier's experiences? Surely it would be far cheaper to build under licence Superliners on which all of the expensive design work has already been done, rather than to spend taxpayers' money on modifying the GO Transit commuter car body for transcontinental service. Consideration should also be given to rebuilding the best of the existing ex-CN and CP cars, particularly the stainless steel CANADIAN cars, with electrical heating and a general mechanical overhaul to extend their lives another 10-15 years, as Amtrak did with equipment to which it fell heir.

Part of VIA's image problems are caused by the perhaps well intentioned but destructive tendencies of politicians to justify saving passenger trains because of their "historic role in tying Canada together". This immediately brings to the public mind visions of 4-4-0 hauled wooden cars from the "National Dream" or, even worse, memories of cramped, unpleasant journeys in overcrowded wartime trains. In any event, it simply reinforces the public (and bureaucratic) impression of passenger trains being relics of a bygone era, having no real place in the 1980's. VIA beats itself with its own stick by frequent public complaints about its 30-year old rolling stock which, except for the steam heat problems, is generally comfortable and if rebuilt could give many more years of satisfactory service.

There is also much room for improvement in the provision of food service. Even in the much-favoured corridors, the quality of food and the ease of obtaining it for coach passengers leaves much to be desired. Snack counters are frequently jammed with long lineups for the tasteless reheated sandwiches and similar concoctions. And, eating within the claustrophobic confines of one's seat area is a poor substitute for a table or counter.

Dining cars have been absent from the corridor for some 10 years, supposedly for economic reasons. It is unfortunate that VIA has not tried contracting out the meal service to a caterer, as Algoma Central does for its diners, as a means of reducing costs. However, if diners (or even the less costly lunch counter cars) can't be brought back, why cannot meal service cars similar to Amtrak's be provided on all corridor trains, with a wider and tastier selection of microwaved food? It is possible to have quality microwaved food--there is at least one restaurant in Toronto known to the writer which serves such delicious dishes as meat loaf and veal cutlet which are prepared in advance and microwaved. Eating on VIA (apart from the few trains still carrying diners) need not be an insult to our palates nor an exercise in overcrowding.

In summing up, it is obvious that many questions remain to be answered about VIA's future. Although it has been in existence for only seven years by comparison with Amtrak's 13, VIA started off with three basic advantages over its American counterpart: (1) rolling stock and locomotives which had been better maintained by the railways, the same holding true for stations; (2) a lack of public resentment towards passenger trains; to their credit, neither CN nor CP, as a rule, indulged in the more obvious anti-passenger tactics such as dirty trains, and even today VIA equipment is still kept in better condition than Amtrak's (3) only two railways to deal with, rather than a multiplicity. However, VIA still seems to be drifting along without effective direction as an unwanted stepchild of the Federal Government. The day of reckoning cannot be postponed indefinitely, though, and within a few years the aging 1950's-vintage cars and locomotives will have to be rebuilt and/or replaced. It is to be hoped that the Canadian travelling public can, through the efforts of groups such as Transport 2000 and local politicians, convince Ottawa that it does want and will insist on a comprehensive, cost-effective, convenient, attractive and smoothly-functioning national passenger train network.

--JDT

(What does Pierre Franche himself have to say about these matters? Watch for his Annual Report message in the July NEWSLETTER).

--The Shore Line Interurban Historical Society has been formed for persons interested in the Chicago, North Shore and Milwaukee; Chicago, South Shore and South Bend; and Chicago, Aurora and Elgin Railroads. Members will receive a quarterly publication entitled First and Fastest. Annual dues are \$10 for individuals. Information and membership applications may be obtained from Shore Line Interurban Historical Society, P.O. Box 346, Chicago, IL. 60690, U.S.A.



60 Years of Hillcrest Shops

The current year sees the observation of many anniversaries, some widely recognized by the public and others being of significance only to certain factions. In the latter category is the 60th anniversary of the TTC Hillcrest Shops, one of North America's premier transit system maintenance facilities.

Hillcrest's location near the geographic centre of the streetcar system (although, ironically, no longer on an active carline) has always been a major advantage. It occupies a 23-acre site which had previously accommodated the Hillcrest Race Track. The March, 1924 opening of the shop came just 2½ years after the TTC itself began operations. Provision of a new major over-haul facility had been given top priority, as the Toronto Railway Co. shop buildings in the Front-Sherbourne area were hopelessly inadequate. Before plans were finalized, Commission engineers visited and studied street railway shops in other cities, including Cleveland, Detroit and Montreal, to learn from other operators' experience. The TTC goal was to provide the most modern and efficient shop facility possible, with safe, bright, clean and spacious working conditions for employees. The cost, excluding land, was about \$2 million. Minor additions have been made over the years to the main building, such as a materials storeroom on the south side and an armature shop at the south-east corner.

The 325 hourly-rated, supervisory and clerical employees at Hillcrest are responsible for all heavy street car maintenance, major body and paint work on buses, trolley coaches and Commission-owned trucks and automobiles, as well as subway car traction motor repairs. The shop force also performs a wide variety of other jobs, such as preparing vehicle sign linens, TTC stop signs, upholstery and office furniture repair. The Blacksmith Shop handles such tasks as building PCC car anticlimbers, drawbars, and fabricating tools for the Plant Dept.

Hillcrest personnel are very resourceful, as they are frequently called upon to make up parts no longer available from outside suppliers, as in the case of PCC cars and the Gloucester subway cars. A wide cross-section of skills is represented: electricians, blacksmiths, bodymen, sheet metal workers, painters, carpenters, machinists, millwrights, armature winders, sign painters, upholsterers, tinsmiths, pattern makers and wiremen, among other skills. It is this diversity of talent and model of efficiency that has given Hillcrest its enviable world-wide reputation. Transit maintenance personnel from all corners of North America and from overseas are frequent visitors to the shops.

There have been many changes in the types of work performed over the years, with machinery and work methods being upgraded and modified to accommodate changing vehicle technology. For example, until 1938 the bulk of the streetcar fleet was made up of former Toronto Railway Co. wooden cars dating from 1910 to 1917 and the steel bodied Peter Witts of 1921-23. In the late summer and fall of 1938 the first PCC cars arrived, representing a quantum leap in streetcar technology and one which required a whole new approach to maintenance. The challenge was met as training programs were launched to acquaint shop forces with the sophisticated new car equipment.

The World War II years were very hectic ones at Hillcrest. Every car and bus that could turn a wheel was out on the road moving the huge crowds of passengers brought on by gasoline rationing and the full employment situation which quickly took over from the Dirty Thirties. The increased workload for Hillcrest Shops was aggravated by the loss of skilled personnel to the Armed Forces. Nevertheless, a high standard of maintenance was kept up, and extensive rebuilds were the order of the day. An example of the latter was the complete interior reconstruction of Small Witt 2894, which had been gutted by fire in November, 1943, and which probably would have been scrapped at a more normal time.

During these years the Motor Repair Section's work was principally on traction motors for "conventional" (non-PCC) cars. The only small motor on the older cars was the blower motor on the Peter Smith coal stoves. The Sheet Metal Section was part of the Machine Shop and at that time had only one power driven machine, a belt-operated circular shear. All other machines were muscle-driven. The Car Shop overhauled mostly wooden cars and the wood sash and trim on steel cars, so that a lot of the bodymen were carpenters by trade. Red buses and Gray Coach vehicles were also repaired.

The Wood Mill was very busy making wood sash and trim for streetcars, as well as roof boards and siding. During the war the shops took on the added responsibility of manufacturing parts for the war effort. The Blacksmith Shop produced tank draw bars and forged connecting rods for marine engines. The Machine Shop turned out castings for marine engines and parts for anti-aircraft guns. The Body Section trained Army personnel in that trade. Women also appeared as part of the shop workforce for the first time. They were employed in the Upholstery Section as well as in the Motor Repair Section as winders. In those days the Blacksmith Shop really was a blacksmith shop. There were four coal-fired forges in operation, and each blacksmith had a helper. The helper was required to get the fire going in the forge every morning before starting time, and to keep it at just the right level all day, including trips to the coal cellar for pails of coal.

After the return of peace in 1945, Hillcrest was bolstered by personnel returning from the services. More PCC cars were ultimately ordered, permitting retirement of the last of the

HILLCREST SHOPS

ORIGINAL LAYOUT - 1924

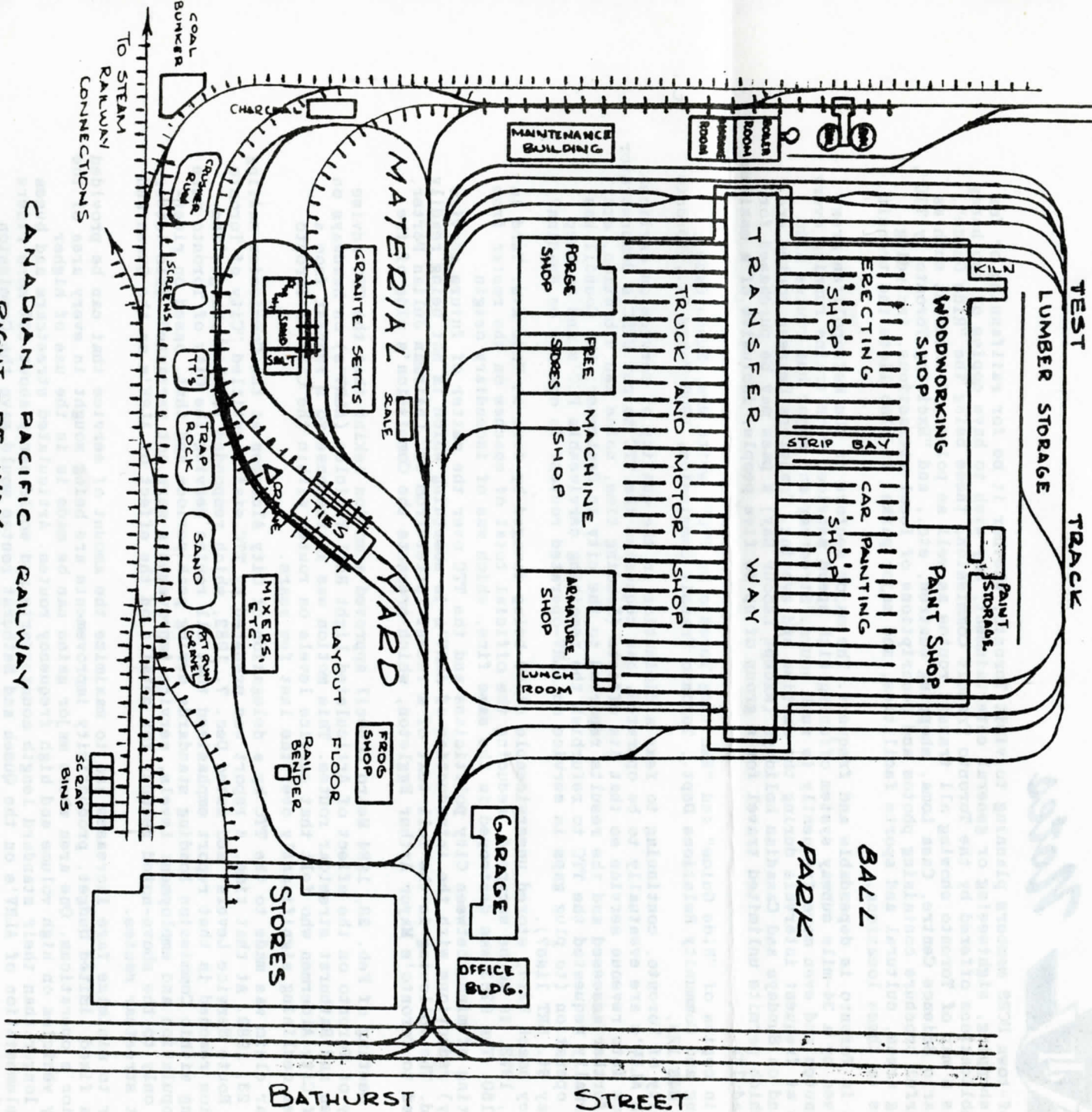
4'10 3/8" GAUGE TRACK

STANDARD GAUGE TRACK

GAUNTLETED TRACK
(MIXED GAUGES)

DAVENPORT RD.

WATER
TOWER



CANADIAN PACIFIC RAILWAY
RIGHT-OF-WAY

wooden cars by 1951. This greatly reduced the load on the Woodworking Section. Then, three years later, subway traction motor overhauls began. The year 1963 saw the withdrawal of Peter Witts from regular service, enabling Hillcrest to standardize on PCC maintenance, except for work cars.

One of the biggest changes to affect the Shops was the arrival of the CLRV in late 1977, the first new streetcar design ordered by the TTC in almost 40 years. These cars feature sophisticated electronic equipment and generally are far different from PCC's. Accordingly, maintenance training programs were required, and new shop equipment was ordered. Now, ALRV's are scheduled to arrive, requiring further modifications to facilities and work methods.

The various sections at Hillcrest work together as a team, with the common goal of getting the work performed and the vehicles back on the road as quickly as possible. Two good examples of this teamwork were the trolley coach and PCC car heavy rebuild programs of the early 1970's, requiring a great deal of co-ordination. Hillcrest Shops may be 60 years old, but the facility still functions smoothly and efficiently, thanks to a capable workforce, the well-planned original layout, and sound construction.

--Based in large part on an article in the TTC "Coupler"



Notes

• Out-of-town UCRS members planning to visit Toronto, whether it be for railfanning or for family shopping, sightseeing or general entertainment, may wish to have copies of two handy FREE publications offered by the Toronto Transit Commission, these being the "Ride Guide", which is a map of Toronto showing all transit routes as well as points of interest such as the Ontario Science Centre, Casa Loma, shopping centres, etc., and "Exciting Toronto by TTC", a colourful brochure containing photos and descriptions of local attractions, including shopping areas, cultural and sports facilities, and major parks. It also lists the transit services to these locations.

Transit in Toronto is dependable and frequent. The major sectors of the Metropolitan area are served by a 34-mile subway system offering high speed service, with trains running every five minutes and even more frequently in rush hours. Streetcar and major bus routes also operate at frequent intervals during the daytime and evening. Transfers between routes are free, and on Sundays and Canadian holidays (except Labour Day) a pass may be purchased for \$2.75 which permits unlimited travel for a group of up to five people, inclusive of a maximum of two adults.

To obtain copies of "Ride Guide" and "Exciting Toronto by TTC", write Mrs. Susan Cade, Marketing and Community Relations Dept., Toronto Transit Commission, 1900 Yonge St., Toronto, Ontario M4S 1Z2.

• The City of Toronto, continuing to fear a diminution in the quality of service on carlines on which ALRV's are eventually to be operated, has requested the TTC to put UTDC's demonstrator 4900 back into revenue service so that its effects (loading time, noise and vibration, etc.) can be further assessed and the results reported to the city in September; the Council has also formally requested the TTC to refurbish the remaining serviceable PCC's and to keep them in operation (to plug gaps in service on ALRV-operated routes? To operate on Spadina? For a Bay St. LRT line?).

• Trolley coach 9214, stored unserviceable since being damaged by fire at Wade Ave. Yard in January, 1973, is to be scrapped, reducing the official total of coaches on the roster from 151 to 150. The 9283 was destroyed in the same fire, which was of incendiary origin.

• A meeting of minds between City politicians and the TTC over the matter of future service (headway) reductions with the introduction of ALRV's is something which is not being readily achieved. The following is the full text of a recent letter from TTC Chairman Julian Porter, addressed to Toronto's Mayor Arthur Eggleton, which presents the Commission's side of the matter:

"At its meeting of Feb. 28, 1984 Metro Council approved a motion asking that the TTC advise the City of Toronto on the effect of Articulated Light Rail Vehicles (ALRV's) on headways on the Queen and Bathurst streetcar routes. This motion was in response to a request from a group of City Aldermen who felt that service levels on routes within the City of Toronto have been declining significantly over the last few years.

A similar claim was made to the TTC by a delegation of City Aldermen at the Commission meeting of Feb. 23, 1982. At that time, a report was prepared by TTC staff, entitled "City of Toronto Surface Route Service Levels" and dated Dec. 7, 1982, which responded to this charge. The conclusion reached in that report emphasized that all routes serving the City of Toronto were operating within Commission loading standards during peak periods and that, based on rider-ship, population and employment levels, service improvements were not warranted. This letter replies only to the above-noted request for details on the effect of ALRV's on the Queen and Bathurst streetcar routes.

In order to minimize fare increases and to maximize the amount of service that can be provided within a fixed limited budget, productivity improvements are being sought in every area of the Commission's operations. One area where major gains can be made is in the use of higher capacity vehicles on high volume and high frequency routes. Articulated streetcars and buses are 50% longer than their standard length counterparts and would carry about 50% more riders. Full implementation of ALRV's on the Queen and Bathurst routes would save the Commission over \$1.5 million per year in operating costs. Equivalent capacity orders of articulated and standard streetcars would have about the same capital costs.

Articulated vehicles can be substituted for conventional vehicles in two ways. First, on

growth routes, the bigger vehicle can be used to carry new riders, while keeping the levels of service constant. Second, on high frequency, but stable routes, the number of vehicles can be reduced to carry a constant volume of people with only marginal increases in headway.

It is assumed that, as the ALRV's arrive on the property, they will initially replace standard length streetcars on a one-for-one basis, and that substitutions up to a 2:3 ratio of vehicles would occur gradually. This phasing-in will take place during a one-year demonstration in which the performance of vehicles and effects on ridership and service will be monitored.

Several options for the substitution of ALRV's on the Queen and Bathurst routes have been investigated. Earlier analyses, done on a conservative basis, estimated that operating cost savings would be approximately \$1 million per year if the ALRV's were substituted on weekdays only. Use of ALRV's on weekends would bring the savings up to \$1.5 million or more. A scenario showing service levels under a possible full substitution are as follows:

Queen:	Approximate Substitution Ratio (ALRV: CLRV)	Number of Vehicles		Headways	
		Existing	Possible	Existing (minutes/seconds)	Possible (minutes/seconds)
Peak	2:3	47	33	2'33"	3'49"
Day Normal	2:3	28	20	4'17"	6'18"
Evening	2:3	22	16	5'00"	7'13"
Sat./D.N.	2:3	32	23	3'45"	5'29"
Sat. Eve.	2:3	22	16	5'00"	7'13"
Sun.D.N.	3:4	19	15	5'47"	7'42"
Sun.Eve.	3:4	18	14	6'00"	8'00"
Bathurst	2:3	16	12	2'30"	3'30"
Peak	2:3	16	12	2'30"	3'30"
Day Normal	2:3	11	8	3'16"	4'43"
Evening	2:3	7	5	5'00"	7'21"
Sat./D.N.	2:3	10	7	4'00"	6'00"
Sat. Eve.	3:4	6	5	6'00"	7'34"
Sun. D.N.	2:3	7	5	5'00"	7'21"
Sun. Eve.	3:4	6	5	6'00"	7'21"

It should be noted that this scenario takes into account the fact that ALRV's are expected to operate at a 5% slower speed than current streetcars. Therefore, both running times and vehicles required have been increased by 5% in order to minimize the widening effect of the substitution on the headways. Also in the above table, the greatest headway widening is from 5'00" to 7'21", a difference of two minutes and 21 seconds. The average waiting time would increase then by one minute and 11 seconds. More typically the headway widenings are under two minutes, and average waiting time increases less than a minute.

An earlier report to the Commission proposed changes to service along Kingston Road, as detailed in a report entitled "Kingston Road Corridor Services Study", dated Dec. 7, 1983. Staff have not yet determined what effect the purchase of ALRV's would have on the changes proposed in that report.

Based on the findings of the Vehicle Fleet Mix Study, which was approved by the Commission at its meeting on Apr. 12, 1983, and an in-service test of a prototype ALRV, it was concluded that ALRV's can offer significant cost advantages over standard length streetcars. As a result, it was decided to substitute the new vehicles wherever possible.

After considerable study of the costs, benefits and effect on service levels of substitution for each of the nine streetcar routes, it was found that the Queen route would offer the greatest potential cost savings since it currently has the greatest number of vehicles. In addition to cost savings, selection of the Bathurst route offered the advantage that heavy special event loadings to and from the CNE could be better accommodated by the larger vehicles. In both cases, the existing headways are narrow enough that the additional average waiting times for riders of approximately one minute, caused by the wider headways under the substitution, would be minimal.

I hope that the above satisfactorily explains the Commission's position on the subject of the ALRV's. If you or your staff require further clarification, I will be happy to be of assistance."

- Scarborough RT cars 3004 and 3005 were unloaded at the Ellesmere Station delivery area on May 23.

- Once again the schedule for free public rides on the Scarborough RT line (Kennedy--Lawrence) has been amended. The first weekend for this special operation has now been set back to July 7-8. The rides will be offered, on weekends only, until Aug. 12, between 10 A.M. and 4 P.M.

- While, at time of writing, a Downtown Rapid Transit Study (yes--yet another one!) was expected to be released immediately, a damper on any and all transit expansion plans is likely because of Provincial funding constraints. The Ontario Government is becoming less ready to subsidize transit projects without close scrutiny, and some immediate results of this policy are that the 1984 capital subsidy is \$54 million less than requested; an announcement that the government will pay a lesser proportion of the costs to transport the disabled; and the expectation that the TTC operating cost subsidy is to increase by only 4.9% in 1984. The TTC has anticipated receiving a 90% capital subsidy for the Waterfront and "Relief" rapid transit lines, but there is no present guarantee of this. Construction of the Waterfront line has lately been suggested as commencing in 1987, even though the exact technology has not been settled (many quarters simply assume ICTS). Also uncertain is how a CNE/Ontario Place destination can be made to dovetail with the suggestion that the line continue north-westerly

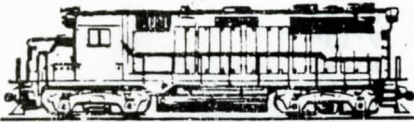
to Dundas West Station. A major debate over the Waterfront-Relief line proposal must still take place at Metropolitan Council before even basic planning and engineering can commence.

Also apparently receiving some serious consideration (although it was not given high priority in the 1982 "Metro-TTC Rapid Transit Study") is an Eglinton West Rapid Transit line from Eglinton West Station (on the Spadina line) westerly to Highway 427 (or possibly to Toronto International: read Lester B. Pearson, Airport).

- Two-tone blue CLRV 4005 (painted for Ontario's Bicentennial) was the subject of a ribbon cutting ceremony at Exhibition Loop on May 11, at which time Ontario Premier William Davis and TTC Chairman Julian Porter and Karl Mueller (TTC Graphic Services, who designed the paint scheme) applied their signatures to the car exterior (to be protected by a plastic coating while the car remains in its special livery). 4005 went into regular passenger service thus painted for the first time on May 17 on Run 7 on the 506-Carlton route. The intention is to rotate the car among the various surface rail routes. At time of writing, PCC 4545 with its special City of Toronto Sesquicentennial livery was expected to be the subject of a similar ceremony at Bay and Queen Streets at 1 P.M. on May 31.

- 25 CLRV's are to receive the special front skirting below the front anticlimber which was pioneered on 4068.

- The TTC's 52 ALRV's currently on order will be numbered 4600-4651.



MOTIVE POWER *section*

POWER NOTES BY BRUCE CHAPMAN



Retirements: 6548, 6562, 6566, 6584, 7042, 7046, 7049, 7059, 7079, 7084, 7087, 7109, 8433, 8441, 8443, 8445, 8452, 8456, 8580.

Rebuildings: 8625 to 1569, outshopped Ogden Apr. 26; 8611 to 8700; 8607 to 8701; 8505 to 1568; 8625 to 1569; 8517 to 1574; 8102 to 1214.

--8511 has had its steam generator deactivated.

Transfers, Units in Storage, etc.--5939 is testing end-of-train equipment in its cab (presumably as part of a long-term project to eliminate cabooses).

--6571 and 6596, stored unserviceable at Sutherland, Sask., were transferred to Brandon, Man. on Apr. 3 to be returned to service.

--8146 has been outfitted with Watchman Heaters and moved to Chatham, Ont. from Toronto. 8150 has come from Windsor to take its place.

--Bombardier 7000 made only one trip on CP Rail, and was returned dead to the builder at the end of March.

--6565 and 7102 have recently been returned to service at Winnipeg.

--In storage at Thunder Bay, Ont.: 6563, 6564, 6604.

--Rebuilt units have been assigned as follows: 1568, 1569, 6708 to Regina; 1574, 6700 to Moose Jaw, Sask.

--Pacific 1201 will operate from Ottawa to Charny, Que. during the last week of June as part of the celebrations of the 450th anniversary of Jacques Cartier's arrival in the New World, and also the arrival of the Tall Ships from France; then it will run three round trips from Charny, including a photo stop on the Quebec Bridge. The steamer will operate entirely on the CN.

--6584 is stored unserviceable at Winnipeg.

--7097, 7098, approved for retirement, have been moved from Newport, Vt. to Farnham, Que.

--6720 has been assigned to Regina instead of Swift Current, Sask.

--A total of 81 SD40-2's have been reassigned from Toronto to Winnipeg: 5560, 5718-57, 5790-99, 5900-14, 5935-49.

--B&O 4802, on lease to CP, has been sent home on account of main generator problems. It has been replaced by B&O 4826.

--8126, formerly in Calgary, has a new assignment in Winnipeg.

--Two units were recently observed at Walkley Yard, Ottawa, in the old grey and maroon paint scheme: 6538 in block lettering, 6615 in script.

--7048 is stored unserviceable at Thunder Bay, 6502 at Winnipeg.

--8042 has been transferred from St. John, N.B., to St. Luc (Montreal).

--6720 has been rebuilt with roller bearings and sent to Regina.



Retirements: 214, 3210, 3227, 3229, 3710, 3712, 3729, 6589, 8193.

--Retired GE 70-tonner 30 will go to the CRHA museum at Delson, Que.

Rebuildings, Renumberings: 4297 to 4022 (Pt. St. Charles Shops, Montreal),

4503 to 4023 (PSC), 8607 to 8701 (Moncton). All assigned to Senneterre, Quebec.

Transfers, Units in Storage, etc.--Sixteen C424's have been returned to service; at Moncton, 3201, 3209, 3212, 3213, 3216; at Taschereau (Montreal) 3206, 3208, 3211, 3214, 3218, 3223, 3231, 3232, 3235, 3237, 3239.

--Stored unserviceable: 9160, 9165, 9166, 9168 at Prince Rupert, B.C.; at Moncton, 1781, 3102, 3618, 3631, 3632, 3649, 3659, 3671, 3673, 3674, 3682, 3686, 3690, 3698, 3838, 3840. On the CV: 3607, 3610, 3614.

--GTW Geeps 4450, 4549 and 4923, freshly shopped, have been returned to their original operator, the CV, at St. Alban's, Vt.

--1265, 1266 transferred from Saskatoon to Symington (Winnipeg); 217, 7216, 7224 from Symington to Taschereau.

--7212 has been sold to a buyer in Toronto.

--1386, transferred Calder to Thornton; 7158, Thornton to Calder; 1359, Calder to MacMillan; 1338, 1339, Taschereau to MacMillan; 4584, 4586, Senneterre to MacMillan; 308, Taschereau to Sarnia; 1066, 1067, 1068, Sarcee to Symington; 1069, 1075, 1076, Sarcee to Calder; 4267, 4283, 4285, 4290, The Pas to Sarcee; 4300, 4302, 4304, Symington to The Pas; 1900, 1903, Symington to Neebing (Thunder Bay); 1901, 1902, Taschereau to Neebing.

--4291, formerly stored unserviceable, has been returned to service after an overhaul at Transcona. Also returned to service from dead storage are 1757 and 1776 at Moncton; 1007, 1011, 1053 at Symington.



Rebuildings, Transfers, etc.--RDC 6104 has been sent to Transcona for wreck repairs. 6147 has gone to Alyth (Calgary) as a replacement. The 6104 hit a truck and derailed at Mile 90.57 on the Leduc Sub., experiencing about \$35,000 damage, on Apr. 12.

--On Apr. 30 6144 received about \$50,000 damage when it struck some farm machinery on the tracks at Mile 22.66 on the Red Deer Sub. in Alberta. There were no injuries and the passengers were taken on to Calgary by bus. The RDC has been sent to Transcona for repairs, and has been replaced by 6205.

--6219 was hit by a car at Mile 42.36, Yarmouth Sub. (Nova Scotia), on Apr. 1, while operating as Train 154.

--Between Apr. 2 and Apr. 12 all stainless steel passenger cars owned by VIA were transferred from Glen Yard (Montreal) to Toronto on Train 1 as extra equipment. All servicing of these cars is now being performed in Toronto.

--As of Apr. 29, no RDC's were assigned to Glen Yard. 6116, 6203 and 6216 have been moved to the CN facilities.

--6508 and 6520 are in Pt. St. Charles Shops to be rebuilt into 6300's, as will be 6523 at Moncton. Units 6305-6314 inclusive will constitute the 1984 output. They will be assigned to Symington and will retain their steam generators.

--6625 is stored unserviceable at Pt. St. Charles.

--6512 has been assigned to Calder.

RDC ASSIGNMENTS, CN LINES, AS OF MARCH 8, 1984

Halifax (Fairview Diesel Shop)--All cars equipped with Cummins engines: 6106, 6108, 6119, 6122, 6130, 6136, 6137, 6138, 6139, 6141, 6142, 6218, 6219, 6220, 6221, 6222, 6223, 6224. Total: 18.

Moncton (Gordon Yard)--All Cummins equipped: 6112, 6118. Total: 2.

(Diesel-Electric Shop)--All Cummins equipped: 6100 Hfx.; 6101 Hfx. (temp.), 6107, 6140, 6145, 6200 Hfx. (temp.), 6204, 6217. Stored serviceable. Total: 8.

6450, 6453, 6475, 9250. Total: 4.

Spadina (6-110 engines): 6000, 6001, 6002, 6003, 6004, 6005, 6006, 6102 (Cummins), 6105 (Cummins), 6109 (Cummins), 6110, 6111, 6113, 6114, (Cummins), 6120, 6123, 6126, 6127, 6132, 6133, 6135, 6148 (Cummins), 6202, 6208, 6211, 6212, 6213, 6214, 6215, 6225 (Cummins). Total: 30.

Pointe St. Charles (Main Shop): 6128--6-110 engine (in for wreck damage repair plus installation of Cummins engine); 6131--6-110 (wreck plus scheduled Cummins). 6143--Cummins (wreck); 6117--Cummins (fire damage); elect. overhead heat; 6206--6-110: scheduled Cummins; 6210--6-110 (fire damage, possible scrap); 6207--6-110 (wreck--snow damage); 6115--Cummins, wreck repair crossing accident; 6209: 6-110, Scheduled Cummins; 6129: 6-119, scheduled Cummins; Total: 10

Transcona (Main Shops)--6146: heavy wreck damage, Cummins engines removed (scrap); 6205: 6-110, scheduled Cummins; 6147: Cummins No. 1 repair. Total: 3.

CP Lines

Glen Yard--6203, 6216, 6116 (all Cummins), total: 3. Victoria: 6125, 6134, total: 2.

Calgary: 6124, 6144, 6104 (all Cummins), total: 3. Sudbury: 9251, 6121, total: 2.

Stored unserviceable Pte. St. Charles Shops (assigned CP Lines)--9053, BC-40; 9113, BC-41; 9020, BC-42; 9200, 6401, total: 8.

Grand Total: 93

More CN--To clear the 4100-4133 GP9 numbering series for 15 new GP9u rebuilds from light-weight units, the older units will be given numbers 4360-4385. 4147-4156 will become 4390-4396. The units may not be renumbered in order. First 4100 became 4360 on Mar. 30.

--Stored at Ft. Erie are GP9's 4519, 4521, 4522 and 4535.

More CP--Burlington Northern 4105 and 4106 (GE U30B cabless units) were scheduled to be tested on CP Rail some time in late April or early May.

--QNS&L 204 was at Quebec St. Yard, London on Apr. 29, possibly indicating that 200-204 have been leased to CP along with 205-217.

Also--Stelco SW8 No. 77, which had been transferred to Contrecoeur, Que. in May, 1983, has been returned to Hamilton.

--Canadian Industries Ltd. (Copper Cliff, Ont.) S2 144 has been sold to INCO (Sudbury) to become the latter's 203.

--"More" and "Also" items from Tempo Jr.

--Boston and Maine/Guilford Transportation Industries has purchased former NdeM 4-8-4 3028, an oil burner, for restoration and use on GTI excursions this summer. The locomotive had latterly been owned by a railfan group and was stored at Colonie, N.Y. for a period of years.

--Naragansett Newsletter via "The Fractured Frog" (Queen City Div., RRE)

--CP has purchased 17 locomotives of the 1400, 1800 and 1900 series back from VIA Rail for scrapping and retrieval of materials and components. It is understood that the availability of the units is being communicated to MUCTC in order that the transit system may have the opportunity to purchase some backup units for its commuter power. The 17 units include E8's 1898 and 1899 (originally 1800 and 1802), probably the first to be scrapped.

Short Hauls

by Bruce Chapman

--CP is considering removing the Absolute Block System on its Lyndonville Sub. in Vermont.
 --Terra Transport (Nfld.) hopes to go to an all-Manual Block System by July 1.
 --CN has decorated 50-foot plug-door box car 401001 for New Brunswick's Bicentennial, occurring this year.
 --VIA has released tentative plans to run a special train for the Queen and Prince Philip between Cornwall and Kingston on July 17.
 --MUCTC has introduced new schedules for its Lakeshore commuter trains, reintroducing the express runs. Ridership has climbed on the trains since the service was taken over from CP.
 --BCR has announced that Royal Hudson 2860 will run from North Vancouver to Squamish between May 19 and Sept. 16. The service will operate five days a week Wednesday to Sunday plus Victoria Day, Dominion Day, Civic Holiday and Labour Day. Fares: adults \$12, Senior Citizens and youths 12-18 \$9, children 2-12 \$7, under 2, free.
 --All of CP's New Brunswick lines are now operated by Manual Block.
 --CN has been denied permission to abandon the Erwood Sub. between Baden, Man., Mile 50.85, and Hudson Bay, Sask., Mile 100.00. The CTC feels that the line has potential for moving substantial amounts of natural resources traffic in the near future.
 --VIA coach 5229, ex-CN, has gone to the Salem and Hillsborough Ry. in New Brunswick.
 --On CP's Waltham Sub., the stations at Breckenridge and Campbell's Bay have been demolished. It now appears that the CTC will approve abandonment of the line.
 --The CTC will hold a hearing in July regarding abandonment of CP's Maniwaki Sub., 4-6-2 1201 will continue to operate as far as Wakefield this season.
 --CP has applied to abandon the Kaslo Sub. in British Columbia, between Roseberry, Mile 3.8, and Nakusp, Mile 31.2; losses of \$500,417 were claimed for 1982. A hearing was held at Nakusp on May 2.
 --Permission has been granted to remove the agents at the CP stations at Gatineau, Ste. Therese and Megantic, Que., as well as at Vallee Jct., Que.
 --Plans on restoring the tracks in Windsor Station (Montreal) easterly right back to the concourse have been delayed, as it was discovered that, with the building of offices beneath the trainshed since the removal of the tracks from the trainshed some 10 years ago, it will be necessary to install reinforcing. The work would be paid for by MUCTC and the Provincial and Federal Governments.
 --CP will construct a new departure yard, costing \$5 million, at St. Luc Yard. Work will begin this year.

--Toronto Union Station is benefitting from a Special Recovery Capital Projects Program, embodied in the Federal Budget and intended for public facilities. A sum of \$4 million has been allocated for purposes of rehabilitation and upgrading of the facade, doorways, lighting, signage and trainshed, and for the installation of escalators.

--CSX and its Chessie subsidiary have petitioned the ICC for authority to purchase the Port Huron and Detroit R.R., which operates 19.1 miles of main line between Port Huron and Marine City, Mich. as well as 11 miles of yard trackage and sidings. The railroad, the purchase price of which was set at \$14 million, connects with the Chessie System at Port Huron.

--The Fractured Frog, originally from UTU News

--Port Stanley Terminal Rail Inc. intends this year to commence repair of the washout on the L&PS (latterly CN) line, close to the still standing Union, Ont. passenger shelter, which washout caused CN to call it quits south of St. Thomas some 10 years ago. Reconnection of the track across the washout area will permit PSTR operation to extend to St. Thomas. CN had told the CTC, in its application for abandonment, that repair of the track and roadbed at the washout would cost up to \$250,000, but Port Stanley Rail and Kettle Creek Conservation Authority staff believe that the work can be performed for considerably less. One reason for this is the fact that union labour would not be involved, with the PSTR President, Vice-President, etc. themselves wielding the picks and shovels. George Hume, V.P. of the operation, says that he hopes that the first train will enter St. Thomas in two years' time, after complete reconstruction of the line. North of the washout, the crossing of County Road 45, which has been asphalted over, will have to be restored, as will that at Highway 4 at the St. Thomas city limit. Track rehabilitation south of Union will continue this year with the hope of completion prior to 1985. A new roof has been applied to the concrete waiting shelter at Union, and glass will be restored in the windows; it is planned to mount a display inside. It is hoped that between 3000 and 4000 passengers will take the Port Stanley-Union round trip this summer, and the PSTR management feels that the operation will be in the black by the end of October.

--Information from the London Free Press via Don R. McQueen

GO IMPROVES SERVICE FOR BLUE JAY GAMES--A special train in each direction will be waiting at the GO Transit Exhibition Station at the end of every Toronto Blue Jays home game with departures planned to allow fans to see the final out, even if the game goes into extra innings. The eastbound train will be met at Pickering by buses for service to Ajax, Whitby and Oshawa while the westbound special to Oakville will connect with buses to Burlington and Hamilton. In the past, GO Transit has serviced Blue Jay games only with its regular hourly trains which arrive at Exhibition conveniently before game time. However, with game lengths being very unpredictable, fans have often had to leave before the end of the game to catch the train, or to wait at the station for up to an hour. The Jays' improved fortunes at the gate last year and so far this season have made it possible for GO to offer the upgraded service with GO's patronage rising even faster. Limited parking at the stadium and traffic snarls near the parking lots have made fans look for an attractive alternative.

--GO Transit release

OERHA 30th Anniversary

by John D. Thompson



Thirty years ago the streetcar seemed to be an endangered species in Canada and the U.S. In the Dominion, most of the smaller city systems such as Hamilton, Halifax, Quebec City, Edmonton, etc. had already fallen to the onslaught of the trolley coach or diesel or gas bus; of the remainder--Vancouver, Winnipeg, Toronto, Ottawa and Montreal--only Toronto, with its huge and growing PCC fleet, had indicated any intentions of long-term continued rail operation. The situation was also bleak in the U.S., as transit operators converted to rubber operation in the face of rising maintenance costs, declining patronage, and pressure from municipal and highway authorities to remove the "old fashioned streetcars" (even PCC's just a few years from the builders didn't escape this tag) which supposedly interfered with King Automobile's passage.

This trend had begun in the 1920's and accelerated in the post-World War II era. Recognizing the gravity of the situation, trolley fans had begun banding together in the U.S. as far back as 1939 to save for posterity some of the vehicles which they loved. The first such preservation effort was a Biddeford and Saco Ry. open car in Maine, the imminent retirement of which led to the formation of the Seashore Electric Railway (now Seashore Trolley Museum) at Kennebunkport, Maine, today the nation's largest.

In common with most developments, the trolley museum concept did not arrive in Canada until a few years later. Ironically, the first such project got underway in Toronto, a city whose streetcars were in no immediate danger. However, two historic TTC cars were in jeopardy: former Toronto Railway Co. double truck deck roof wooden car 1326, built in 1910, and single truck former Civic Railways 55, built in 1915 (later TTC snow scraper 2210). Car 1326 had been set aside by the TTC in 1951 as part of its small collection of historic vehicles. By 1953, though, storage space at TTC carhouses and at Hillcrest Shops was becoming extremely limited, due in part to the construction of the Yonge Subway and the resultant reduction in track space at Eglinton Carhouse. Reluctantly, the TTC announced in the fall of that year that, unless a new home could be found for 1326, it would be scrapped.

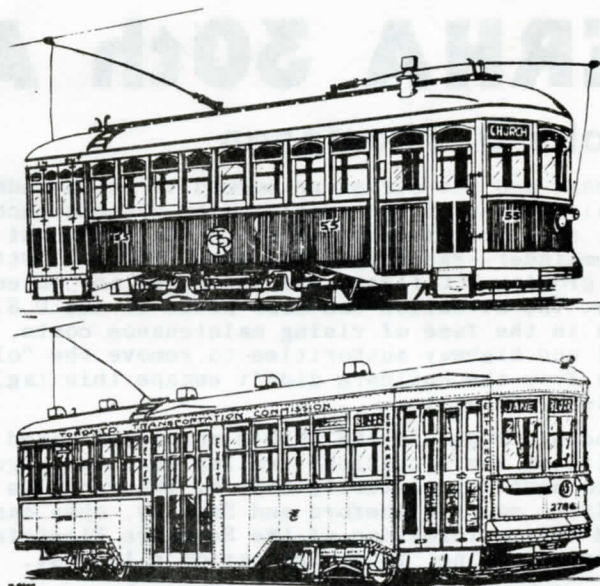
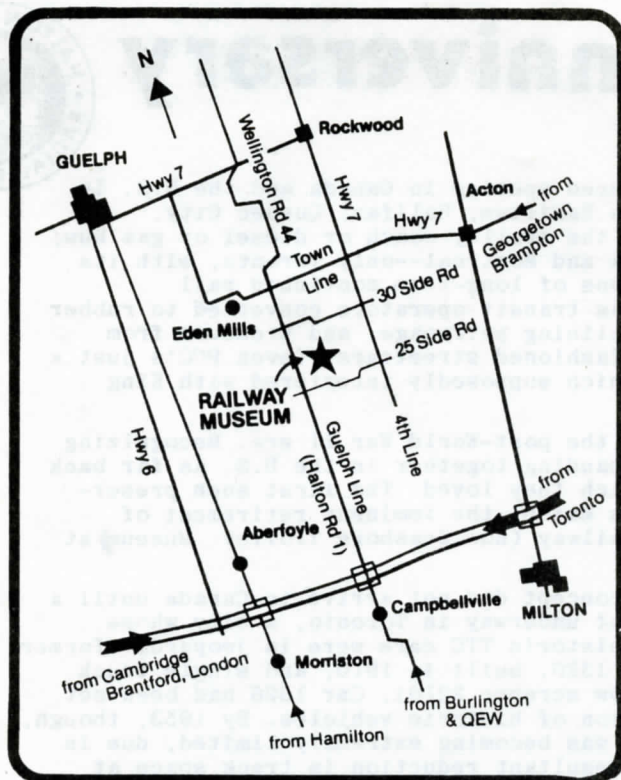
The situation was discussed by several of the local traction fan fraternity, with a decision being reached to form a museum during a ride on CN's Port Rowan mixed train in December, 1953. An organization was formed, the Ontario Electric Railway Historical Association. Although all of the founding members belonged to the UCRS, it was felt that it would be best to have a separate organization, inasmuch as the goals of the two societies were somewhat different. The founding father of the OERHA was John Mills; others included Bob Sandusky, Jack Knowles, John Kelley, Harvey Naylor and Ron Cooper.

The next step was to secure property on which to store 1326 and other equipment which would be acquired. A section of right-of-way of the TTC Lake Simcoe line, north of Newmarket, was considered; ultimately, though, the choice fell on a portion of the abandoned Toronto Suburban Railway Guelph line, about 10 miles east of that city, near the village of Rockwood. The TSR track had been removed in 1935, and the embankment was covered with a second growth of trees. A half-mile of right-of-way which had reverted to the Township of Nassagaweya was purchased by the OERHA. In the meantime the fledgling group negotiated the acquisition of car 2210 from the TTC. Before 2210 and 1326 could be moved to the property, the underbrush had to be cleared out and enough track laid on which to store the cars. The rails consisted of some odd pieces obtained from the Hamilton Street Railway, which had abandoned streetcar operation three years earlier. Title to the cars was secured from the TTC and they were trucked out to the property in June, 1954.

The first few years at the museum--known as the Halton County Radial Railway, or more informally as simply "Rockwood"--were difficult and frustrating ones, handicapped by shortages of money, manpower and tools, and the absence of Hydro power. The lack of funds at that time was particularly unfortunate, preventing the Association from preserving such specimens as a TTC "Brill" Witt or Harvey trailer, or any interurbans from the Grand River Ry.-Lake Erie and Northern Ry., or the Niagara, St. Catharines and Toronto Ry. However, a real "Catch" arrived at the museum in 1956 in the form of Montreal and Southern Counties Ry. 107, a classic wooden interurban combine. It was joined about three years later by TTC W25, an ex-TRC wooden single truck deck roof railgrinder (ex-passenger car). Construction of a "pole" car barn commenced in the late 1950's.

Initially, it proved difficult to attract new recruits to Rockwood as most railfans during the 1950's were preoccupied with photographing and riding streetcars, interurbans, and steam-powered trains before their demise. By 1960, however, these diversions had essentially disappeared in Canada, and "new blood" began arriving at the museum. Additional property was purchased, eventually bringing the total owned to 38 acres, stretching a mile and a quarter between two north-south roads, with space for additional buildings and loops.

More equipment arrived, in the form of TTC Large Witt 2424, LE&N Railbinder M6, and Oshawa Ry. line car 45, to name a few. At the same time, the line was gradually extended westward, using rail and ties salvaged from abandoned sidings, etc. at various locations. The carhouse was enlarged to enclose the growing fleet. The most important step towards realizing the dream of operation came in the mid-1960's when the Association obtained vital substation equipment and overhead fittings from the dieselized Oshawa Ry., a CNR subsidiary. Line poles were purchased from North York Hydro by members and friends of the museum. The largest and most unusual acquisition by the Association was the CN (ex-Grand Trunk) station at Rockwood, which was



Timetable **July & August:**
Hours 11 AM to 5 PM. Wednesday through Sunday
The Museum operates (Closed Mon. & Tues.)
Saturday, Sunday and Holidays
from mid-May to the
end of October

trucked to the museum after it became surplus to the railway some 15 years ago.

On a rainy day in May, 1971, car 327, a replica of a single truck TRC open car built by the TTC in 1933 for Toronto's 1934 Centennial celebrations, became the first car to operate under its own power at the museum. By June of the following year track and overhead had been completed to the west side of the property and the OERHA was ready to begin public operation. An elaborate commemorative ceremony was held, with hundreds of people in attendance. Among the assembled dignitaries were Ed McPhail, Manager of Plant, TTC, and J. Norman Lowe, Historical Projects Officer, CNR, representing the HCRR's two principal benefactors. In October, 1973 the Association of Railway Museums honoured the HCRR by holding its Annual Convention at the property.

Much progress has been made at the museum during the past 12 years; a great deal of this is due to Federal and Provincial grants and make-work programs, which have permitted much to be accomplished. Two additional carhouses, a gift shop/visitors centre, and loops at each end are among the most visible improvements of more recent years. The scope of the collection has also been broadened, by collecting bodies of cars which had been withdrawn from service before the OERHA was formed, and which had been sold by transit operators to private individuals for use as homes, storage sheds, etc. These bodies are being restored as financial and manpower resources permit. A great deal of this restoration is being made possible as a result of the Association's far-sighted policy of salvaging parts such as light fixtures, window sash, seats, etc. from various carbodies around Southern Ontario and even as far away as St. Hyacinth, Quebec (M&SC bodies located in a junkyard). The first body to arrive, in early 1973, was that of TTC 416, one of the famous North Yonge Railways (ex-Mimico Division) Ottawa Car Co. light-weights which had operated to Richmond Hill until Oct. 10, 1948. It had been sold in 1950 to a family near Hillsburg, Ont., which used it as a home for 22 years.

Of course, 416 was missing its trucks, seats and controls, which were removed by the salvage dealer in 1950. However, walkover seats have been obtained from the aforementioned M&SC cars; the distinctive Taylor lowfloor trucks have come from Boston's MBTA; and the Westinghouse HL control stands came from scrapped Oshawa Ry. line car 44. Today, restoration on 416 is well on the road to completion, and it is truly inspiring to see what had been a lifeless, stripped hulk arise, Phoenix-like, as a functional unit of electric railway equipment, 36 years after it carried its last passengers.

The fall of 1973 saw acquisition of HSR 521, a lightweight steel car built in 1927 and retired in 1951 when the Steel City abandoned its rail system. The car, and mate 536, had been in use as storage sheds on a farm near Beamsville, Ont., when the OERHA became aware of their existence. Removal of 521 from its resting spot was a tricky operation, as a roof had been built over it in the intervening years. The roof was carefully raised by the museum's perennial car movers, Charles Matthews Ltd., and the car was placed on rollers so that it could be winched out and onto their flatbed trailer. The 500's had trucks, motors and controllers which were very similar to those of the TTC Small Witts; consequently, the museum was able to obtain these from TTC 2806, when it was sold for use in the Village by the Grange restaurant at McCaul Loop in downtown Toronto.

The PCC era is now represented at "Rockwood" by TTC cars 4000, 4426, 4633 and 4684, and

Cont'd after 'Events'



UCRS and other events and activities

by Ed Campbell

--It is customary for the UCRS July meeting entertainment to consist of 35mm slides and Super 8 or 8mm edited movie showings. This will again be the case for this July. Be sure to have your part of the show ready. Call George Meek at 532-5617 so the entertainment can be properly organized. The location of this meeting will be North Toronto Collegiate Institute at 70 Roehampton Ave., the first street north of Eglinton running east from Yonge St. The date is Friday, July 20.

--The August meeting, at the same location, will consist of 16mm film showings. If you wish to take part in this meeting's entertainment, call George Meek at 532-5617, to be sure that the proper projector is available or you can provide your own if necessary. The date is Friday, Aug. 19.

--Have you volunteered to help with CN 6213 restoration? Call John Laraway at (416)425-3162.

Saturday, June 9--Central Ont. Div. of the NMRA will enjoy a two-day meet sponsored by the Delaware and Rutland Model R.R. Club. Registration \$1, must be between 12 noon and 2 p.m. on June 9; 7 Oakland Ave. (north off Wilson Ave. just west of Hwy. 400). Visit club and home layouts, 6 p.m. at Riverside Emery Church, 2799 Weston Rd.

Thursday, June 14--CRHA T&Y Div. meeting at 8 p.m. at 235 Queen's Quay W. Slide program "Streetcars of the World", by Larry Partridge.

Friday, June 15--Regular Toronto UCRS meeting in 7th floor cafeteria, Education Centre, College and McCaul Sts., Toronto. Doors open at 7 p.m. for get-together period. Meeting to start at 7:30 p.m. (note early time). The program will consist of 30 years of progress at the OERHA Rockwood museum.

Friday, June 22--Regular Hamilton Chapter UCRS meeting in CN station, Hamilton, at 8 p.m. Program will consist of members' 35mm slides. All UCRS members always welcome. Bring your slides to show.

Saturday, June 23--Halton County Radial Ry. (Rockwood), 11 a.m. to 5 p.m. "Extravaganza". All available cars will be in operation. Admission: adults \$2.50, children \$1.25.

Saturday, June 23--TTC four hour night fantrip with PCC 4473 (one of few still having couplers). Photo stops. Leave Roncesvalles Carhouse 11 p.m. Fare about \$15. Call Dave Chalmers, 261-7025.

Tuesday, June 26--Erin Mills Model R.R. Assoc. meets at Sheridan United Church, 2501 Truscott Dr., Mississauga, 7:30-10:00 p.m. Admission free; loco contest; executive elections.

Saturday, June 30--NMRA International Div. meeting at Ridgeway Museum, Ft. Erie, Ont., 10 a.m.-5 p.m. 10th anniversary tours, live steam, live bands, etc. Admission free.

Friday, July 20--Regular UCRS Toronto meeting, see note above.

Friday, July 27--Regular UCRS Hamilton Chapter meeting, CN Hamilton Station at 8 p.m. Program will consist of members' 35mm slides. Two GO trains direct to Hamilton Station from Union Station, Toronto, one leaving at 5:19 p.m. and the second at 6:03 p.m. The later train picks up at all regular stations on the line. The first train is express to Oakville, and local stops beyond--a pleasant ride at this time of year.

transit's hybrid, the trolley coach, by HSR CCF-Brill 732. Other TTC units acquired include Small Witts 2786 and 2890, sweeper S37, snowplough TP11, cranecar C1 and flatcar W4. Body acquisitions of late years include those of Large Witt 2986, HSR 403, L&PS control trailer 3, London Street Ry. open car 23, and TTC two-door trailer 2395. In the coming months it is hoped to present in the NEWSLETTER a complete roster of the 30-odd units of equipment at the museum property. Completion of the third carhouse, presently in the final stages, will permit virtually all of the museum's present collection to be stored under cover. When the ARM returns to the Halton County Radial Ry. this September they will certainly notice some dramatic changes.

The museum as it exists today is, basically, the product of thousands of hours of hard, unpaid work by the members, many of whom have had to learn skills totally unrelated to their everyday careers. It is to their credit that they have built one of the finest streetcar museums in North America. New members are always welcome at the OERHA; for information write to the Association at Box 121, Station A, Scarborough, Ontario M1K 5B9. The accompanying map provides directions to the Halton County Radial Railway, as well as hours of operation.

UCRS CAR 13

Consideration is being given by the Directors of the Society to the disposition by sale of its Private Car 13 (CAPE RACE) because of mounting maintenance expenses and apparently limited possibilities of future operation. A purchase offer has in fact been received from two individuals. However, before any further action is taken in this matter, the Directors would like to have an expression of opinion from you, the members, as to what you would like to see done with this sole piece of equipment preserved by the UCRS. Costs may make future operation of the car on regular trains or on charter excursions prohibitive, but there is the possibility that it could continue to function as a stationary exhibit and, in another location, serve as a venue for Directors' meetings and periodic open houses for the general membership. If there is sufficient demand, the question may be discussed at a Special or General Meeting of the Society. If you have an opinion to express on the question of sale or preservation of Car 13, please drop a line to the Directors at the Society's box address.

--The Detroit, Toledo and Ironton R.R. was officially merged with the Grand Trunk Western on Jan. 1, 1984. A line which was once owned by U.S. automaker Henry Ford now is under the ultimate control of the Canadian Government in Ottawa; would Mr. Ford ever have believed it possible?

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