



Newsletter

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BEETON SUB ABANDONMENT

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



CNR's Barrie (formerly Allandale) station is boarded up, awaiting its fate, in this Aug. 2, 1984 view. At one time the building had a tour at one end and featured a restaurant for passengers' convenience. Until the late 1950s it was a busy place, serving branch line trains as well as main line runs.

--John D. Thompson



A unit coal train from Poland to Moosbierbaum (Durnrohr) at Nubdorf, Austria, June 4, 1984.

--Erich Tschop



The CNR Owen Sound station has been converted into a Heritage Centre, seemingly assuring its future. Aug. 3, 1984.

--John D. Thompson

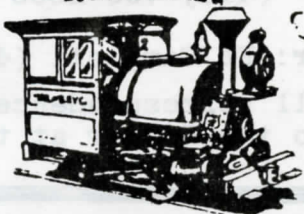


WHAT A DRAG--Nudging this 100-ton bridge 40 feet to a diversion track lets CP Rail begin work on a new double track bridge over Cupola Creek in the Rogers Pass area of British Columbia's Selkirk Mountains. The operation, which closed CP's main trans-continental line for about six hours, involved two trucks winching the 86-foot bridge on rollers on a guide rail in unison to avoid jamming it into the abutments.

--CP photo

Huntsville and Lake of Bays Ry. to be reincarnated

The HUNTSVILLE & LAKE OF BAYS
RAILWAY



SOCIETY

Box 2790, Huntsville, Ontario POA 1K0

Join Us

HELP BRING BACK THE

'Portage Flyer'

Membership \$20.00/yr.

\$100.00 for 6 yrs.

\$500.00 for Life

The Huntsville and Lake of Bays Railway Society was formed on July 4 by a group of persons in and around Huntsville, Ontario, dedicated to constructing and operating a narrow gauge tourist railway at some location in the Lake of Bays area. As is obvious from the name of the group, the intention is to replicate the famous "Portage Railway" which for many years connected steamship operations on Peninsula Lake and Lake of Bays and which had an operational span between 1904 and 1959. The railway cannot be reconstructed in its original location because the right-of-way was parcelled off to various owners as recently as 1975. Under active consideration are locations in the area of Dwight, Ont., some three to four miles east of the location of the original line. Dwight, near the junction of Highways 35 and 60, two of the main routes for tourist traffic through the Muskoka and Haliburton tourist areas, is felt to be an ideal location for the railway because of the volume of passing traffic in the summer months and the concentration of family type resorts in the area.

The central feature of the overall project would be the retrieval of the two saddletank steam locomotives which were purchased by Percy and Don Broadbear from the owners of the original Huntsville and Lake of Bays Ry. in 1961 and which have since operated on the Pinafore Park Ry. in St. Thomas. Don Broadbear, now actively involved in Port Stanley Terminal Rail, has indicated to the Huntsville-Lake of Bays Chamber of Commerce that he would be willing to sell the two steamers for operation back in their pre-1960 habitat. The new society has launched a membership drive (see schedule of fees at the head of this article), and within a month and a half of its formation had signed up close to 60 members. It is also soliciting the support of local businesses and is applying for governmental grants-in-aid. On Aug. 15 a public meeting was held in Huntsville Arena to spur interest in and support for the tourist railway project. The matter of the location for the line was a principal topic of discussion at the meeting.

In the meantime some 60 tons of track material were purchased in early August, including 100-year old rail originally used on the Lake St. Peter extension of the Central Ontario Ry. (later part of the CNR). Members of the Society have laid a section of track adjacent to the Huntsville fairgrounds for the purpose of storage and display of three already acquired gasoline powered locomotives, which will eventually be used in the construction of the railway and may be used for initial operation pending the making ready of the first of the steam locomotives. It was hoped to conclude a property purchase for the rail line by the end of August, for which \$200,000 has been budgetted, enabling a first sod turning ceremony to occur during the fall.

The first stage goal of the H&L of B Ry. Society is to have at least a mile of track operational, and one steam locomotive running on it, by the summer of 1986 to assist in the celebration that year of the centennial of the Town of Huntsville.

Those interested in membership in the society and in assisting in its activities may call Niall MacKay at (705) 789-3343, or if within "commuting" distance of Huntsville may call at one of four membership depots in town: these are located at the Pastimes Hobby Centre; Simcoe Insurance Brokers; Acme Planing Mills; and Rudy's Barber Shop.

--Information from The Forester (Huntsville, Ont.) via Sandy Worthen

--At time of writing information had been received to the effect that the Niagara Frontier Transportation Authority intended to commence a limited form of operation on its Buffalo Metrorail LRT line as of Oct. 9. The service, free to passengers, would be offered only between 10 a.m. and 2 p.m. on weekdays and would consist of two 2-car trains operating on the surface transit mall portion only. One train would run back and forth on each of the tracks (incline railway style) with no crossovers being used.



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the Newsletter to the Editor at the
above address.

VANS:

The United Transportation Union is circulating a pamphlet entitled "The Unveiling of the Myths of Cabooseless Trains", the text of which is reproduced without further comment on the page opposite.

STEEL VS. RUBBER HEATING UP IN MONTREAL--Montreal politicians appear to intend to go down fighting in the face of Provincial determination to return to conventional rail technology for future rapid transit extensions. Montreal Councillor Roger Sigouin, Chairman of the Montreal Urban Community Transit Committee, says the steel-wheeled Metro cars proposed by the Quebec Government for east end Line 7 will be "expensive, noisy and accident prone. Reverberations would be so unpleasant for hundreds of residents along the 7½ mile line, which would run north from the existing Pie IX Station to Montreal North, that the entire route may have to be moved", he said in a recent interview. The MUC approved a resolution in May to go ahead with the \$296 million north-south line, which will underground for 12 stations in Montreal, St. Leonard, and Montreal North. Backed by a February report by an MUC Committee which cites "very considerable price and other disadvantages" to steel wheels, M. Sigouin offered the following reasons:

--Noise and vibration: There are frequent complaints in Paris, which recently began building steel-wheeled cars; in Toronto, which has used steel-wheeled cars since 1954; and in New York City, over noise and vibration from subway cars, Sigouin said.

--Cost: Steel-wheel cars would require more upkeep, new maintenance repair shops, and specially trained staff, which would jack up operating costs.

--Safety: Sigouin, citing 13 subway derailments last year in New York City, said steel-wheeled cars are more apt to slip off their tracks. (Wow!)

Tunnel construction for steel-wheeled cars would be more hazardous too, he said, because the cars are wider than rubber-wheeled ones and require tunnels so wide they would be dangerous to build. He said that separate tunnels would have to be built, at greater cost. M. Sigouin also said that the steel-wheeled trains would be "prisoners of one corridor" because they cannot be interchanged with the subway's rubber-wheeled trains.

The Province disagrees with the above rather extreme claims. It says that steel wheels on modern subway cars are coated with emollients, making them as quiet as rubber. An aide to Quebec Transport Minister Jacques Leonard said in an interview that steel-wheeled cars on surface and underground steel rails are cheaper to operate and can accommodate more people. They are as quiet and safe as their rubber counterparts, thanks to new technology. Rubber-tired cars can be used only in the weather protected area of a tunnel, and the Quebec Government, which will foot the bill for subway expansion, wants cars that can operate in the open. Another major advantage of steel-wheeled Metro cars in Montreal is that they would boost technological development at Bombardier Inc. and become a showplace of local expertise that would open export opportunities. "All of the cities thinking of putting in subway systems are going to steel-wheeled types", said Helene Crevier, an official of Bombardier, which has supplied Montreal with 423 rubber-tired Metro cars since 1974. "Steel wheel is where the potential is for markets, much more than rubber". --adapted from an article in CUTA Transit Topics

--CP Rail has awarded to Speers Construction Ltd. of Revelstoke, B.C. a contract to build 1.7 miles of new mainline double track, designed to eliminate the congestion of traffic entering the Revelstoke Yard. The contract involves drilling and blasting an estimated 250,000 cubic yards of rock facing and ledges. The new track will essentially extend the railway yard limits to the east of the city and increase train efficiency into and out of the yard. The contract also includes reducing curves on some existing track to a maximum of six degrees. The project is scheduled for completion in April, 1985. --CP Rail Release

COVER: Pinafore Park R.R. 1, formerly Huntsville and Lake of Bays Ry. 5 (ex-Canadian Gypsum 5, built by Montreal Locomotive Works, 1926) heads away from the station at Pinafore Park, St. Thomas, in June, 1984. There is no mistaking the electric street railway origins of the open car the engine is pulling. --John D. Thompson

Myths of Cabooseless Trains



MYTH I — The Deception

The Railways are attempting to introduce, under the guise of "new technology", an End of Train Unit (ETU) which they suggest can perform the functions of the rear crew in a caboose.

Don't be deceived. The alleged "new technology" has one purpose — transmitting air pressure levels from the rear to the engine.

The ETU does not by any stretch of one's imagination perform the numerous functions of a highly trained and skilled Conductor and Brakeman at the rear of the train.

MYTH II — The Failings

We know what little this device can do, now let's examine some of the things it cannot do.

The End of Train Unit

1. cannot ensure correct dangerous commodity identification and placement;
2. cannot prevent *derailments* by surveillance of the rear portion of a train for broken wheels, hot box fires, sticking brakes, shifted loads, dragging chains, etc.;
3. cannot smell odours of overheated bearings or leaking dangerous commodities;
4. cannot detect track washouts or feel the movement of a broken rail or see gouge marks in ties to the rear;
5. cannot bring a train to a stop to examine any of the above nor flag and protect adjacent tracks in an emergency;
6. cannot examine trains or perform a brake test, nor can it make an emergency stop in the event of brake failures;
7. cannot protect the rear of a train for a reverse movement at public crossings, signals, side tracks, etc.;
8. cannot provide notification when clear of public crossings nor can it separate the train to prevent blockage of public crossings over 5 minutes, as required by law;

9. cannot stop a train when it is imminent an automobile will strike the rear of a train nor when stopped can it administer medical aid at an accident or notify an accident has occurred;

10. cannot ensure alertness of engine crew nor act as a backup in the event of derailment and front crew is missing or obstructed from reaching the rear portion of the train.

This is just a short list of what cannot be accomplished by an End of Train Unit. Clearly, the device does not replace the human function and certainly cannot make repairs. While repairs can be performed by the engine crew, bear in mind the trains are two miles long, we have severe winter conditions and walking along a sloping embankment to the rear of a train to make repairs is difficult at the best of times.

MYTH III — The U.S. Scene

We hear continually that the caboose is gone in the U.S.A. so how can we save it here. The truth is, the caboose is *not* gone in the U.S.A. Twenty-five percent of them on any railway may be removed, subject to arbitration. This is a far cry from complete loss of all cabooses as the railways would like you to believe has happened. The individual states are starting to wake up to the situation and the drive is on for state laws requiring cabooses on freight trains. Four such laws have now been passed and many more are on the way. Clearly, the caboose is not gone in the U.S.A. It isn't gone here either.

Safety Depends on You

The issue is being considered by the Railway Transport Committee. Without your participation, the removal of the caboose will be accomplished unknown to the public until a disastrous accident like Mississauga happens. The safety of your community and children is being jeopardized. We solicit your assistance in writing to your politicians, Minister of Labour, etc. and express your concerns over the removal of the employee(s) from the rear of freight trains.

"RAILROADS ON PARADE"



The Western New York Railway Historical Society sponsored an extensive exhibition of railroad equipment on September 15 and 16 at the Lackawanna plant of the Bethlehem Steel Corporation. In addition to the outside equipment display, a number of railroads, industries and railfan and historical groups mounted photograph and/or artifact displays inside the structural repair shop building. A list of the displayed rail equipment, which includes three units owned by CP Rail, follows.

1. Motive Power

SB Ry. 11 slug, ex-Alco S-2, converted 1975 S.B. Ry. shop, Alco trucks
 SB Ry. 87 Alco-GE 1000 h.p. switcher, b/n 78010, blt. June 1950
 C&O 3563 GP35 Blt. 9-65
 B&M 364 GP39-2 Morrison-Knudsen (Boise, Idaho) rebuild, s.n. 756126-4, Aug. 1984, GTI livery
 Conrail 6563 GE blt. May 1984, class C30-7a, 3000 h.p.
 Amtrak 155 Rohr Turbotrain Power Coach, third rail pickup shoes
 Beth 0529 Whitcomb centre cab 65-ton blt. 1948
 Beth 587 GE end cab 35-ton, ST, blt. 1952
 Beth 0024 GE centre cab 80-ton n/g blt. 1955, lettered "Radio Remote Controlled"
 Beth 0030 Plymouth centre cab 100-ton n/g blt. 1963, Timken roller bearings

2. Passenger Train Equipment

NYC 2915* coach, s/s 56 seats, Budd 1946/7, acquired 1984 from Amtrak 5651
 NYC 2932* same data, acquired 1984 from Amtrak 5681
 NYC 2941* same data, acquired 1984 from Amtrak 5600 series
 1571* baggage-dormitory, ex-Amtrak, ex-Union Pacific 6003, painted in Erie-Lackawanna colours but carrying no road name

Marie McGrath* coach/observation, 30 seats s/s ex-Amtrak 3800, ex-Seaboard Coast Line 5800

Francis J. McGrath 7135* parlour, 29 seats s/s ex-Amtrak 3635, ex-PRR 7135; carries Pittsburg, Shawmut & Northern logos

GNWR 3250 Pride of the Genesee sleeper

Amtrak 2443 sleeper

Amtrak 3109 lounge

Amtrak 4612 coach

Amtrak 20241 coach/food service

3. Freight Equipment

SB Ry. 508 flat 140,000 capy. blt. 1944 for C&O, to SB 1980 two steel coil bins
 GWTX 51987 covered hopper 203,000 capy., Barber S-2 trucks blt. 2-66 Int'l. Salt Co. lessee
 Chessie 30647 coil steel gondola 200,000 lb. capy. blt. 1-69 double shield
 Conrail 237034 Hi-Cube auto parts 105,000 capy. IL 86'6" IH 12'9" Barber S-2 trucks, Timken roller bearings blt. 6-65
 CP Rail 344216 covered gondola 197,000 capy. IL 52'6" 2494 cu. ft. capy. ASF trucks, Timken rb blt. 11-66

- CP Rail 315207 flat 194,000 capy. 65' length ASF trucks, Timken rb blt. 11-74, equipped with six cradles for transporting slabs of primary manufactured steel, one of group of 25 such cars
- CP Rail 522263 container flat 194,000 capy. blt. 1-82 Barber S-2-HD trucks (Dofasco), Timken rb; carrying stake and rack container CPPU 360137 and domestic steel container CPPU 261206
- SB Ry. 6105 gondola 2244 cu. ft. capy., ASF 22141-D trucks, Brenco rb 185,000 capy., equipped with lading band anchors, blt. 4-80 Whittaker-Berwick Forge & Fabricating Div. IL 52'6"
- DHNY (D&H) 50116 Box 150,000 capy. IL 50'6" F-7096 cushion ride trucks, Timken & Brenco rb blt. 3-66 blue & white livery
- Conrail 295668 auto parts Hi-Cube 145,000 capy. IL 86'6" IH 12'9" 10,000 cu. ft. blt. 4-70
- Conrail 886013 covered hopper 200,000 capy. Barber S-2 trucks, Timken and Brenco rb blt. 7-70

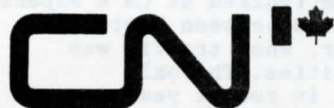
4. Non-Revenue and In-Plant Equipment

- C&O 85371 hopper in-plant service for Bethlehem Steel blt. 4-62
- DL&W 906 steel caboose ASF ride control trucks blt. 6-54, Keyser Valley Shop
- NW 530306* caboose C-30 class Barber-Bettendorf trucks blt. 6-47, ex-Virginian Ry.
- Bert Pyke Ballast Regulator
 - Kershaw Tie Crane (ST)
 - hydraulic spiker, st, Wisconsin engine, Tamper Co. Model DMN
 - Jackson Model 925 Tie Remover and Insertter (Roy Track Co. Inc.)
- SB Ry. 187 Tamper Co. Torsion Beam Tie Tamper
- " " 167 Switch De-icer, Detroit Diesel, aircraft jet engine. Railway Maintenance Co., Pittsburgh, Serial JB 375
- SB Ry. - Kershaw Yard Cleaner (DT)
- Beth 13 hot car, double pot cinder ladle, Treadwell trucks
- " 9 4-truck submarine type hot car, Buckeye trucks
- " 0034 Hurricane jet snow blower, Detroit Diesel (hydraulic) RMC (Porter), Pittsburgh Model AF-D serial JB 397 29' length 27,500 lbs. weight n/g blt. 1977
- Beth 320 ingot buggy (dt flat), inside bearing trucks n/g blt. Lackawanna plant
- 303 Fairmont track motor restored by Fred B. Furminger 1984, mounted on auto trailer
- Fairmont track motor, blue with white stripes, no ownership markings
 - Fairbanks-Morse track velocipede
- NY&LE 52 track motor, double end, road-railer, International engine, Boyertown Merchandiser, sleeper cab, box body, grey & blue livery

Abbreviations: SB South Buffalo Ry. GTI Guilford Transportation Industries
 Beth Bethlehem Steel Corp. GNWR Genesee and Wyoming R.R. NY&LE New York & Lake Erie R.R.
 ST single truck N/G narrow gauge IL Inside Length IH Inside Height RB Roller
 Bearings S/S Stainless Steel

* Indicates that unit carries Western New York Railway Historical Society logo

--list compiled by the Editor



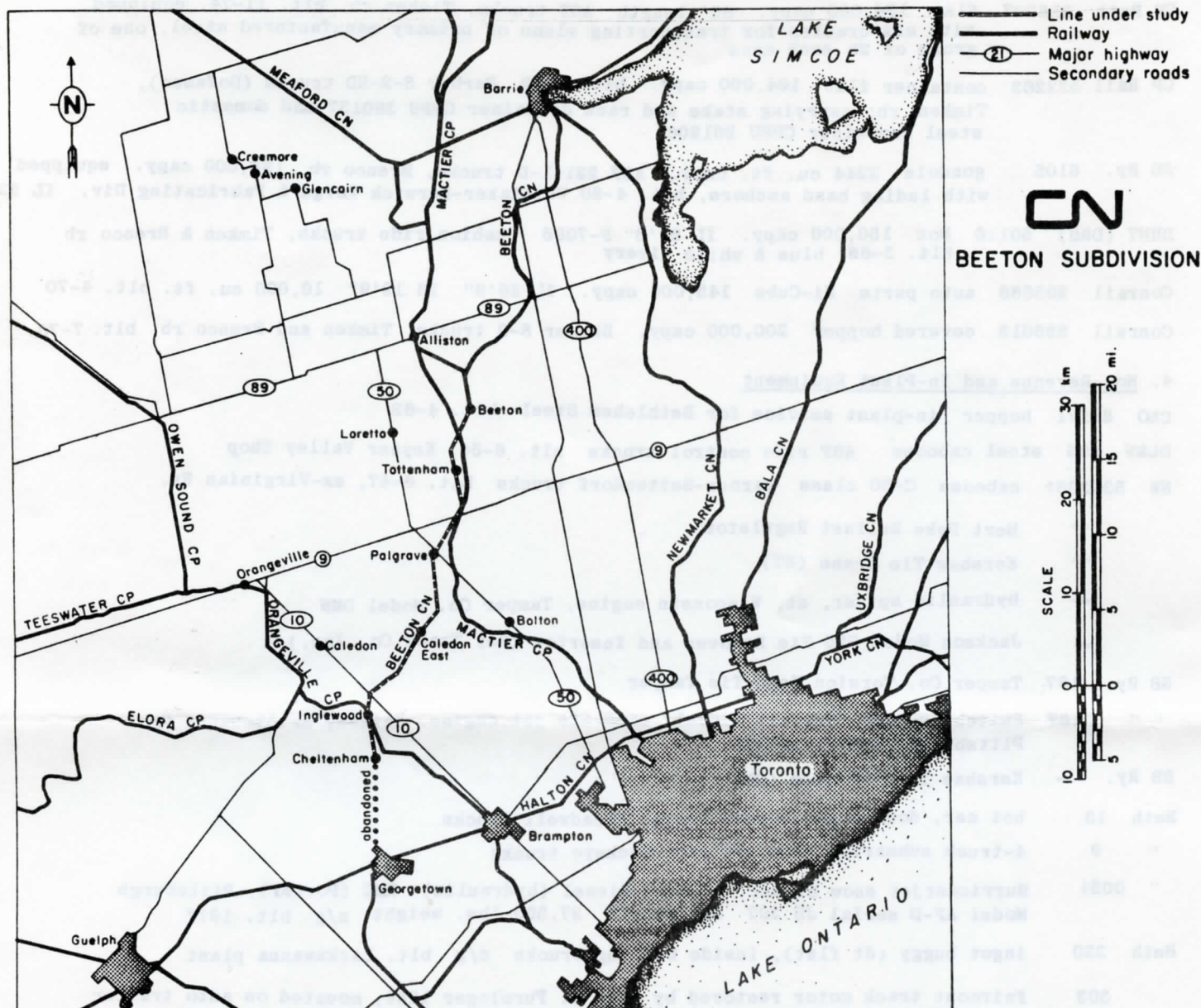
Canadian Transport
Commission

Railway Transport
Committee

BEETON-CHELTENHAM ABANDONMENT--The Canadian Transport Commission in a decision dated June 22, 1984 has permitted CN to abandon the portion of its Beeton Subdivision extending from Cheltenham, Ont. (mileage 33.90) to a point near Beeton (mileage 58.75), for a total distance of 24.85 miles. The application

had been made by the railway on Oct. 24, 1979. A brief history of the line, as extracted from the decision, follows.

The Beeton Sub. was originally part of the Hamilton and North-Western Railway, incorporated in March, 1872. It was amalgamated with the Hamilton and Lake Erie Railway in February, 1876 under the H&NW name. The line was opened for traffic from Hamilton to Barrie on Jan. 1, 1878



and from Allimil to Glencairn on Jan. 1, 1879. In 1888 the company was absorbed by the Grand Trunk Railway Co. of Canada.

Certain segments of the H&NW line have been previously abandoned as indicated in the following:

Segment	Mileage	Year	Segment	Mileage	Year
Allandale-Barrie	3.5	1879	Creemore-Lake Jct.	16.2	1960
Alliston-Creemore	18.5	1955	Georgetown-Cheltenham	7.9	1975

Passenger service on the Beeton Sub. was discontinued on July 3, 1960. On-line station agents were authorized for removal by the Board of Transport Commissioners (predecessor of the CTC) as follows: Palgrave: Sept. 30, 1931; Caledon East: Jan. 15, 1952; Inglewood: Jan. 9, 1961; Tottenham: Mar. 31, 1967. Freight service (Hamilton-Barrie) was reduced in the early 1960s from three times a week to an "as required" basis. Service was suspended between Georgetown and Cheltenham in 1970 and between Cheltenham and Tottenham in August, 1971. Between 1971 and December, 1982 any offering traffic between Cheltenham and Tottenham was trucked at CN's expense to or from Tottenham and Beeton. During this period train service operated between Beeton and Tottenham on an "as required" basis (out of Barrie) except during winter, when traffic was hauled by truck at CN's expense to or from alternative team track facilities. The only significant traffic on the Cheltenham-Beeton portion of the Beeton Sub. in recent years was in 1980, when 51 carloads of pine pulpwood were shipped from Tottenham to Thorold, Ont. Since 1980 no trains have moved over the Tottenham-Beeton segment of the line. The Beeton-Tottenham trucking arrangements were made year-round after the winter of 1982-83.

The Cheltenham-Beeton portion of the Beeton Sub. has 14.34 miles of 80 lb. rail, 6.11 miles of 85 lb. rail, and 4.4 miles of 90 lb. rail, all judged to be in poor condition. About 50% of the ties are reusable. There are 111 culverts, in fair condition. The right-of-way is generally

100 feet wide, with fencing limited and in poor condition. There are 30 road crossings, with only three of these being protected by flashing lights and bells. Two of the latter have been paved over, as have a number of others south of Mile 54. All of the Cheltenham-Beeton segment was subject to a 30 m.p.h. speed limit when last operational, with 5 m.p.h. restrictions in some areas. Trains must not be operated between Beeton and Tottenham unless authorized by the Chief Dispatcher on instructions from the Superintendent; the heaviest locomotives permitted are classes GR-17 and MR-18. The maximum weight per car (including load) is 222,000 lbs. The CPR diamond at Inglewood (Mile 36.2) was removed per CTC order of June 4, 1982.

CN maintained at the abandonment hearing, held at Barrie on Dec. 8, 1982, that a volume of 229 carloads per year would be necessary to make the Beeton-Tottenham portion of the line economic. While various parties at the hearing claimed that the entire Beeton Sub. should be retained (and the Georgetown-Cheltenham portion restored) for use as a by-pass of the Metropolitan Toronto area for dangerous goods traffic, CN responded that such use of the line is not feasible because the vast majority of cars would have to be directed to MacMillan Yard in any case.

Ninety landowners in the Caledon area want the line parcelled off to themselves and not kept as any kind of corridor. Wilf Walker of Transport 2000 Ontario urged at the hearing that the Beeton Sub. be retained to handle unit iron ore trains from Northern Ontario to Hamilton. Abandonment was opposed also by Wagner Pulpwood Industries (shipper of the 51 cars in 1980), who indicated that some 40 carloads per year could be generated in the Tottenham area. This is, of course, far short of the 229 carloads that CN says would be necessary to justify retention. The CTC stated in response to Wagner that it did not see that it would be onerous for the company to truck its shipments to Beeton, which would become the new railhead. Some interest was expressed at the hearing for protecting the line against the possibility of GO Transit commuter train operation at some time in the future, but the decision dismissed this with the statement that the CTC has no jurisdiction in this area.

The CTC noted that losses on the line in years 1977-81 ranged from \$48,424 in 1980 to \$77,290 in 1978, and its decision concludes that there is no prospect for any form of profitable operation within the foreseeable future. The Commission was, however, evidently swayed by the arguments as presented by several intervenors that the Beeton line right-of-way should be held intact against the future possibility of its use as a dangerous commodities by-pass line. It has decided, therefore, to recommend to the Federal Minister of Transport action to preserve the right-of-way for this purpose. This does not necessarily guarantee that the Minister will take such action.

--Information supplied by Peter F. Oehm

Trolley Coach VANCOUVER Notes HAMILTON

VANCOUVER: MAJOR REBUILDING AND EXTENSION OF TROLLEY COACH NETWORK

A major rebuilding and extension program for the Vancouver Regional Transit System's trolley coach network has been approved by the BC Transit board. Involving replacement of overhead contact wires and switches in the nearly 40-year old existing trolley wire grid, and extension of some routes to connect at rapid transit stations, the program is estimated to cost \$6.5 million over the next two years. The Vancouver trolley coach system, which carries 45% of the 90 million riders who use transit each year, consists of 150 miles of one-way miles of overhead wire and 14 direct current rectifier substations which feed the 600 volts DC required for propulsion. The first phase of the rebuilding project is a \$550,600 expenditure to permit reconductoring of the overhead at the Oak Street-41st Ave. and Main St.-41st intersections, plus replacing 5.2 one-way miles of wire.

Next will be \$4.45 million worth of work needed so that the trolley coaches can serve the Vancouver Regional Rapid Transit line now under construction. It will consist of:

- New short turn switches on Broadway at Commercial and at Nanaimo, so Metro Transit Operating Co. will be able to short turn trolley coaches as dictated by rapid transit capacity, to reduce coach operating costs.
- Changes in existing trolley coach routes to feed passengers directly to the Nanaimo, 29th Avenue and Joyce rapid transit stations.
- Extension of the Kingsway T.C. route to the Metrotown rapid transit station.

Discussion with Burnaby on the subject of trolley coach service along Kingsway has taken place and all outstanding issues are to be addressed over the next few months, according to a report placed before the BC Transit board. The improvements to the overhead and power supply systems follow the addition of 245 new Flyer trolley coaches as replacements for Vancouver's 30-year old Brill trolley coach fleet.

--CUTA Transit Topics

HAMILTON: OUTLOOK FOR T.C.'S GLOOMY--A study into the future of trolley coaches has been carried out for the Region of Hamilton-Wentworth by Toronto-based consultants, the IBI Group. Presented to the Regional Transit Committee on Aug. 30, the basic recommendation is that the Hamilton Street Railway make a decision by 1988 to discontinue electric operation in 1993, the year in which the present coaches would reach the end of their useful life.

All of the E700's have recently been totally overhauled, which may be the factor giving them a few more years than the TTC fleet, scheduled for 1989 replacement. The study knocks the trackless vehicles on three counts, two of which are specific to the Hamilton situation: (1)

the coaches are more expensive to operate than diesel buses; (2) the expense required to upgrade the "neglected" overhead and power supply systems; and (3) the shift in the centre of population to the Mountain, while the t.c. system is confined to the lower part of the city. Nevertheless, the report does demonstrate some ambivalence. It acknowledges that "the energy situation is stabilizing", presumably meaning that the costs of diesel and electric operation are coming closer to parity, and admits further that t.c. technology is changing. The consultant urges that the HSR pursue a 90% capital subsidy toward the \$1 million added cost involved in accommodating the coaches at its King and Sanford facility, scheduled for redevelopment. However, if the Province of Ontario is aware of the recommendation to abandon t.c. operation in nine years' time, it may not be very willing to pay any such subsidy. The report also suggests that the HSR try out a new generation trolley coach (borrowing one from Vancouver or Edmonton?) under the Ministry of Transportation and Communications' demonstration project program. It recognizes that such test, if undertaken, might serve to reverse the phase-out decision.

Following the consultant's presentation, the Transit Committee decided to recommend that the Regional Council approach the Province for additional operating subsidies to cover the cost differential between diesel and electric operation. The Province now pays 19.5% of the operating costs irrespective of the mode of propulsion. If the government should agree to this, one of the basic reasons for the conversion would be neutralized. Thus, while the future looks rather bleak for trolley coach operation in the Ambitious City, there are still four years to go before the 1988 year of decision, a period in which events may still cause a turnaround.

--Mike Lindsay

Notes from Ottawa by J.M. Harry Dodsworth

--The four hour LRC service between Toronto and Ottawa was scheduled to begin Aug. 1 but the CTC imposed a speed limit of 70 MPH between Brockville and Ottawa (VIA planned 95 MPH); this adds about 15 minutes to the trip. However, trains have been arriving up to 40 minutes late, with VIA blaming all delays, however caused, on the speed limit. When I rode Train 46 on Aug. 19, we lost an extra 10 minutes due to long station stops at Kingston and Brockville. Operating procedures generally have to be tightened up if the benefit of the track improvements is to be realized. Incidentally, the ride between Kingston and Brockville, at full speed, was disturbingly lively. LRC's are usually smooth riding trains.

--On Aug. 2 LRC Train 45 killed 37 cattle on the track south of Smiths Falls and was 3½ hours late into Toronto, although the train was not damaged. (A few days earlier, an Edinburgh to Glasgow push/pull express was derailed, with heavy loss of life, apparently after hitting a cow. The train was travelling at about 80 MPH in push mode and the inquiry will study how a cow could derail a train and whether trains are safe at high speeds without a leading locomotive. Some GO trains run in this fashion).

--The CTC was to hold a hearing on Sept. 17 into the safety requirements for running passenger trains above 70 MPH, including track security (switches and broken rails), level crossing protection and train control.

--After Jeanne Sauve had come to Ottawa for her inauguration as Governor-General (Bruce Chapman, August NEWSLETTER), locomotive 6784 worked back to Montreal, doubleheading on Train 36, which had a back-to-back pair of FPA-4's, pulling four coaches.

--On Labour Day, Sept. 3, a bomb exploded in luggage lockers at Montreal Central Station at 10:21 a.m. An elderly American with a history of mental instability has been charged with setting it. Train 63 to Toronto had just left and the explosion hit passengers waiting to board Train 31 (10:30 a.m. to Ottawa). Three people were killed and many others injured, some seriously. Train 31 actually left at 11:40 with three passengers who had pre-boarded before the explosion. The remaining passengers, after medical treatment and interrogation, travelled on LRC train 33. This broke down at Coteau and the trainset finally arrived in Ottawa pulled by a GP9. Central Station was closed all day and trains were operated to and from Dorval, St. Lambert and Ahuntsic.

--On Sun., Sept. 23, Train 45 from Ottawa to Toronto, usually an LRC, was made up of five coaches (including one stainless steel ex-CPR) pulled by GP9 4366 and F9B 6619.

SHORT HAULS by Bruce Chapman

--The Town of Buckingham, Quebec, has loaned some \$2.8 million to Electric Reduction Co. (ERCO) to finance the cost of constructing a railway bridge to link the town with the company's facilities on the opposite shore of the Lievre River; loading of cars has always been in the town itself.

--CP offered the City of Hamilton some \$1.73 million to settle a \$14 million lawsuit brought against the railway by the city, following the discontinuance of passenger service on the TH&B Ry. (owned by CP) in 1981. The city has refused and wants a better deal. Freight service must continue, says the city.

--CN has authorization to remove the on-hand rep and passenger shelter at St. Helene, Quebec. --CN has been given approval to abandon the Fergus Town Spur in Fergus, Ont., Mile 0.0 to 1.41. Built in 1903 by the GTR, it features 3200 feet of track paved between the rails.

--CP has been ordered to retain the Kaslo Sub. in British Columbia between Roseberry Mile 3.8 and Nakusp, Mile 31.2, which must be reached by barge.

--The RTC is allowing CN to remove the station agent and station building at Wyoming, Stoney Creek and Dundas, Ont., but the railway must provide passenger shelters at Wyoming and Dundas.

--The CP has approval to abandon a portion of the Ellwood Spur, Mile 0.95 to 1.20, former Sussex St. Sub.. from Heron Rd. to Bank St., Ottawa, originally the St. Lawrence and Ottawa line.

--The Greater Vancouver Regional Board on Aug. 29 unanimously asked CP to establish a Vancouver-Coquitlam commuter rail service by 1986.

--CP has been denied abandonment of the Mont Laurier Sub. in Quebec, so the Federal Government will pay subsidies on it.

--As of Wed., Aug. 1, 1984, the Atlantic Region ceased to exist on CP Rail, leaving three regions: Eastern, including the Atlantic; Prairie, and Pacific. About 45 people will be transferred to Toronto, 30 laid off, and 20 will take early pension. CP Explained that the freight volume on the present Eastern Region is 27.75 billion tonne miles compared to only 4.27 on the Atlantic; the Eastern has 5400 employees, 900 more than the Atlantic.

--With the B&M bridge out of service just south of Wells River station, Vt., CP has been detouring freight trains 904 and 917 on the Napierville Jct. Ry. to Lacolle, Quebec, then the D&H to Mechanicville, N.Y., and onto the B&M.

--The Salem and Hillsborough tourist railway in New Brunswick has 10 miles of track, and shortly will get another 10 miles, from the end of the first 10 miles out of Hillsborough to Synton, a distance of 2.8 miles from Salisbury, and very shortly CN is also to apply to abandon that, so that could make 24 miles right into Salisbury to connect with the CN.

Facilities Maintenance on the Ontario Northland

As with most things, once something is constructed it has to be maintained. The basic fixed plant of a railway requiring maintenance is comprised of a right-of-way, track, bridges, buildings and signals. The Facilities Maintenance Branch (the Engineering Department) of the Ontario Northland Railway maintains these installations, with a total work force of 250 permanent employees and an additional 100 or so seasonal "extra gang" workers in the summer.

Construction of the Temiskaming and Northern Ontario Railway commenced in 1902 and reached New Liskeard (Mileage 113) in 1905 and Englehart (Mileage 138) in 1906. Expansion continued northward to join the National Transcontinental Railway at Cochrane in 1908. During these early years of the railway, branch lines were built to various agricultural, mining and lumbering centres: Kerr Lake and Charlton in 1907, Porcupine in 1911, Elk Lake in 1913, Larder Lake in 1923, and Noranda in 1927. Construction progress on the James Bay Extension was interrupted during the 1920's; however, the official opening took place on July 15, 1932. The Honourable Mr. Justice Latchford, who turned the first sod at North Bay 30 years before, was one of the officials to drive the last spike.

Except for grade restrictions, the original alignment specifications permitted the new railway to be located along the path of least resistance. This allowed for less expense and faster construction. As an example of this, progress during the first year of construction alone was 56 miles. This is quite remarkable considering the fact that large machines were not then available. A great many curves were created to avoid the hundreds of lakes and hills throughout this rugged part of the Province of Ontario. Many bridges, both permanent and temporary, had to be used to span rivers and valleys along the route. Muskeg swamps were filled in, Precambrian granite was blasted, and unstable claybelt areas were crossed. This curved railway through some of the most difficult country in the Province has left a legacy of maintenance challenges.

The Facilities Maintenance Branch is subdivided into three departments, each of which is described below:

Maintenance of Way Department--The Maintenance of Way Department is the largest of the three groups, the other two being the Structures Department (Bridge and Building Department, commonly known as the B&B Department) and the Signals Department. The first named is responsible for the maintenance of the track and right-of-way. The title Maintenance of Way is the traditional one coming from "right-of-way", which refers to the 100 foot wide strip of land upon which the track is built. Track maintenance gangs (formerly called section gangs) are located along the railway system every 20 miles or so, carrying out light maintenance throughout their "section" of the railway. For operating reasons, the railway is divided into Divisions and Subdivisions. A Division can be up to 1,000 miles in length and mainline Subdivisions can extend to 150 miles. For maintenance purposes Subdivisions are further divided into "sections" of a Subdivision, manned by a maintenance gang. The Temagami Subdivision which runs from North Bay to Englehart (138 miles) has 10 sections. The Ramore Subdivision which runs from Englehart to Timmins (118 miles) has nine sections, and the Island Falls Subdivision which runs from Cochrane to Moosonee (186 miles) has 12 sections. With three other track maintenance gangs located at Potter, Larder Lake and Rouyn, there is a total of 34 permanent track maintenance gangs.

A typical gang of four men operates out of a centrally located tool house and is equipped with a track motor car and various specialized tools. Some maintenance gangs also have trucks to reach work sites if road access is available. Track maintenance gangs perform such tasks as replacing rails and ties, gauging curves (ensuring that the track width does not spread beyond acceptable limits), track smoothing, track lining, switch maintenance, road crossing maintenance, keeping drainage culverts and ditches open and cutting brush. The constant battle with the beaver occupies an ever increasing amount of a track maintenance gang's time

as these creatures become more bountiful. Beaver dams have been known to burst during periods of heavy rain, creating track washouts.

Snow removal and switch cleaning are important wintertime functions of this department. Although much snow is still removed by shovelling, large self-propelled snowblowers are utilized in the terminal yard areas where many track switches are located.

In the past, many track maintenance gangs were located in isolated areas. These locations were provided with a Foreman's house and a men's bunkhouse. The Foreman's family lived with him in the bush, the children obtaining their schooling through correspondence courses. The six-day work week was common then and, in addition, the Section Foreman would often make a walking inspection of his track on Sunday. The sections were only six miles in length although they have since been lengthened. There are fewer isolated sections now, although the areas between North Bay and Temagami and between Cochrane and Moosonee still have a number of them.

Heavy trackwork is now done by seasonal "extra" gangs equipped with modern machinery designed for this specialized work. Four such gangs are set up each summer on the Ontario Northland Railway to carry out the large rail, tie and ballast replacement programs. These gangs are housed in mobile boarding cars which are converted passenger cars or Atco style trailers mounted on flat cars. Modern kitchens with professional cooks ensure that the appetites of the 30 or more men on each gang are well looked after. One of these gangs is actually a work train which delivers and picks up materials used or released by the other three extra gangs.

On the average, 20 miles of new rail and 15 miles of used rail are laid each year at a cost of approximately \$3,000,000. Had the railway been built on a straighter alignment, substantial savings on rail replacement costs could have been realized annually. Fifty thousand new ties at an average installed cost of \$35 are also replaced each year over the 750 miles of ONR trackage, and thousands of tons of additional rock ballast are distributed. Needless to say, all of this work requires a great deal of planning to ensure that the material and men arrive at the same time as they are needed.

All track machines are repaired by mechanics and electricians in the Maintenance of Way Repair Shop at North Bay. With a total dependence on numerous large speciality machines for production, this area of the Maintenance of Way Department is crucial.

Structures Department

Ensuring that the hundreds of bridges, culverts and buildings are maintained is the responsibility of the Structures Department. The ONR has 52 large bridges, the largest of which is the 2000 foot long Moose River bridge at Mileage 143, Island Falls Subdivision. Although all of the bridges were built in the early part of this century, heavy loading specifications used at that time have permitted their continued use despite the increased axle loads common today. Bridge and culvert inspection is carried out annually to determine what maintenance work is required. In 1981 four large bridges were repainted at an estimated cost of \$150,000.

Maintenance requirements for the many shops, offices, stations and other railway related buildings take up the largest proportion of the Structures budget. Twenty-three men are employed at the North Bay terminal and eight men are assigned to the permanent mobile line gang. Painting and carpentry repairs to stations and company houses are typical ongoing functions. In the days of steam engines, many watering tanks, coal depots and ice houses accounted for the much larger staff then employed in this department. Maintenance to water distribution systems for railway towns was another responsibility which is now taken over by other agencies. It was only a few years ago that Temagami's town water system was turned over to the municipality, the last of the ONR commercial water systems.

Signals Department

The third sub-group in the Facilities Maintenance Branch is the Signals Department. With the installation of Automatic Block Signals for train control on 180 miles of main line track between North Bay and Bourkes during the 1950's, this speciality maintenance department came into being. Maintenance of this wayside signal system is still the biggest function of the 17-man group, although other signal appliances are being added to the railway system and these are demanding a larger proportion of the available maintenance time each year.

In 1961, there were 16 public crossings on the ONR protected with automatic flashing lights. In 1971, this number had reached 40 and today there are 54 such installations. Two signal crossing maintainers are assigned territories north and east of Swastika, where the greatest numbers of public crossings exist. Other flashing light installations throughout the railway are maintained by the Signal Maintainers who perform this as part of their maintenance routines. Signal Shops are located at North Bay, Temagami, Englehart and Swastika. Maintainers work in each direction from these terminals, using track motor cars and highway trucks where possible. In addition to the ABS train control system and flashing light protection devices at public crossings, eight hot box detection systems are maintained by the Signals group. These devices monitor the heat of axle bearings and alarm train crews and dispatchers to possible problems. Two additional Hot Box Detectors for the Temagami Subdivision are on order to provide increased protection against possible derailments from burned off journals. With the added responsibility of maintaining numerous high water detectors throughout the signalized territory, the Signal Maintenance Department provides safety features that protect both the company and the public against mishaps.

The three departments in the Facilities Maintenance Branch ensure that the railway's investment in its fixed plant is kept up. The 1980 Operating Budget for this department was \$10,000,000 and the Capital Budget for the purchase of rail, ties, equipment, machinery and buildings, etc. was \$2,500,000. Although the emphasis for this branch is on maintenance, new

construction is an integral part of the Annual Work Program. New tracks, buildings and signal installations are added to the plant as required.

Maintenance standards equal to or better than those of the other Canadian railways are used to ensure a safe transportation network. Public areas in stations are clean and modern; a credit to the railway. Facilities Maintenance Branch employees are proud of their contribution to the well-being of the Ontario Northland Railway. Although their work at times is carried out under the most trying of weather conditions, their concern for safety reflects the good records found throughout the three departments.

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"The Chevron" (ONR)

MOTIVE POWER

and car equipment



--CP Rail SD40-2's 5970 and 6046 were used on special GO Transit trains to Toronto from the north on the occasion of the Papal Mass on Sept. 15.



Diesel Division
General Motors of Canada Limited

UPDATE OF PREVIOUS ORDER LISTINGS by Don R. McQueen

Order No.	Qty.	Model	Builder's Nos.	Purchaser	Road Nos.	Delivery Date
C-448	4	SD50AF	A4468-A4471	CN	5400-5403	December 1984
C-450	15	JT22MC	A4348-A4362	Egypt	3445-3459	June-July 1984
C-451	8	GT22LC	A4460-A4467	Congo	CC501-508	Nov.-Dec. 1984
C-452	4	MP15AC	A4423-A4426	NHB	8403-8406	August 1984
C-453	2	GP38-2	A4427, A4428	ONR	1808, 1809	September 1984
C-454	15	SD40-2	A4429-A4443	CP Rail	5865-5879	Sept.-Nov. 1984
"	15	"	A4444-A4458	"	6055-6069	" " "
"	1	"	A4459	"	5583 (2nd)	" " "
C-455	25	SD50F	A4472-A4496	CN	5404-5428	January 1985

Notes: Congo operator is Chemin de Fer Congo-Ocean (CFCO)

--NHB units are 950 RPM (to be used at Montreal)

--CN order C-448 are 3800 h.p. with a 16-710 (900 RPM) prime mover and micro-processors

--CN order C-455 are 3500 h.p. with a 16-645F38 prime mover.

--CP Rail has placed orders worth about \$10 million with National Steel Car Ltd. of Hamilton to build 50 track maintenance cars, and to equip 60 tri-level and 25 bi-level auto carrying flatcars with fully-enclosed racks. The 50 track maintenance cars, ordered for approximately \$5 million, are specially designed dump cars that can carry a 70-ton load of ballast and dump it sideways by means of hydraulic air pumps. These cars will join the railway's fleet of more than 5000 units of various types of equipment used for track maintenance and repair. The \$5 million order to enclose the 85 auto carrying flatcars follows a \$7 million order, placed earlier this year with National Steel Car, to fully enclose 100 tri-levels used to ship vehicles for General Motors of Canada. The cars subject to the additional order will also be used by General Motors, to ship vehicles from its plants in Oshawa, Ont., Ste. Therese, Que., and Windsor, Ont. The tri-levels are to be delivered by October and the bi-levels by November of this year, while the ballast cars are expected to be on hand by March, 1985.

MANITOBA NOTES by Greg McDonnell

CN--GMD1 1063, the last unit in green and gold, passed through Symington on Aug. 19 along with 1077 (in NAR paint) enroute to Transcona, probably for repainting.

Units Stored at Transcona Awaiting Shopping or Scrap ("w" denotes wreck damage)

214w, 1208w, 1249w, 1252w, 1294w, 1345w (cab gone), 4262w, 4265w, 4273w, 4300, 4312, 4324, 4395, 5534, 5601 (fire damage), 5604 (completely burned), 9162w, 9197w, 9300-9301 (cannibalized), 9568, 9646, also an unidentified GP9 and SW1200RS.

Auxiliary Cranes Stored at Transcona

CN 50002, 50025, 50101, 50103, 50105: all but 50105 are in new paint; the latter, built by Industrial Works of Bay City, Mich. in 1915, remains in the old solid black paint. Also on hand is ex-NAR auxiliary crane in full NAR paint (including NAR crest), but lettered CN 50433. Accompanying the stored cranes are cabin car/idlers 57679 "Gillam Auxiliary", 58032 "Fort Erie Auxiliary" and 58045.

Pool Power--Milwaukee Road SD40's are working CN/DW&P/MILW Winnipeg-Minneapolis runthroughs No. 420/421 (numbers on CN side). MILW 207-208 were on No. 420 on Aug. 19 and again on Aug. 23. Specially assigned CN SD40's also run through to Minneapolis on the Milwaukee. Consists are generally solid CN or solid MILW, but mixed sets have also been seen.

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ASSIGNMENT OF ROAD DIESEL UNITS 1500 H.P. & OVER

EFFECTIVE July 15-1984

Gordon Yard			Taschereau Yard			Port Erie			Prince George			Calder		
2000-2043	44		4223-4224	2		4117-4121	5		4208	1		4213-4215	3	
2100-2119	20		4226	1		4124-4125	2		5146-5150	5		4221-4222	2	
2305-2310	6		4229-4230	2		4133-4476	2		5152-5158	7		4225	1	
2313-2317	5		4234-4235	2		4513	1		5159-5170	12		4232-4233	2	
2319-2320	2		4238	1		4515-4525	11		9633-9639	7		4236-4237	2	
2322-2329	8		4360-4362	3		4527-4530	4		9642-9652	11		4299	1	
2332-2339	8		4364-4366	3		4532-4537	6		9657-9667	11	54	4330-4332	3	
2505-2510	6		4395-4396	2		4560-4563	2					4334	1	
2512-2520	9		4401-4403	2		4565-4566	2		<u>Symington</u>			4337-4339	3	
2530-2534	5		4416-4417	2		4569	1		4123	1		4351-4352	2	
2536-2551	16		4421-4422	2		4571-4572	2		4239-4241	3		4602-4611	10	
2553-2559	7		4424-4426	3		4577-4579	2		4243	1		5116-5139	24	
2576-2589	14		4458-4469	2		4581-4589	2		4245-4247	3		5141-5145	5	
3100	1		4480	1		4590-4592	2		4298	1		5171-5179	9	
3102-3111	10		4483-4487	5		4595-4596	2		4305-4311	7		5239-5252	14	
3615-3619	5		4489-4493	5		4599-4601	2		4314-4320	7		5254-5256	3	
3621-3640	20		4495-4501	7		9195-9196	2		4323-4324	2		5258-5343	86	
3642-3671	30		5030-5043	14		9198	1		4327-4329	3		5500-5518	19	
3673-3686	14		5045-5048	4		9302-9310	9		4342-4344	2		5577-5599	23	
3692	1		5076-5082	7		9312-9317	6	66	4347-4349	2		5700-5703	4	
3695	1		9400-9432	33					4353	1		9105-9106	2	
3699-3700	2		9464-9483	20		<u>London</u>			5008-5010	3		9160	1	
3705-3706	2		9614-9632	19	252	4127-4129	2		5012 5017	6		9163-9167	5	
3709	1					4130-4132	2		5019-5029	11		9169	1	
3830-3842	13	250	<u>Senneterre</u>			4502-	1		5180-5228	49		9171-9173	3	
			4000-4029	30		4504-4507	4		5354-5363	10		9175-9177	3	
			4452	1		4509-4512	4		5519-5536	18		9179	1	
<u>Taschereau Yard</u>			4454-4455	2		4514	1	14	5560-5576	17		9190-9194	5	238
2500-2504	5		4457	1					9100-9104	5				
2521-2525	5		4459-4464	6		<u>Neebing</u>			9150-9151	2		<u>Sarcee Jct.</u>		
2527-2529	3		4466-4467	2		4405-4409	5		9153	1		4100-4106	7	
2560-2575	16		4470	1		4411-4412	2		9484-9486	3		4267-4283	2	
3112-3113	2		4472-4475	4		4414	1		9488-9492	5		4285-4290	2	11
3115-3125	11		4477-4479	3		5050-5059	10		9599-9613	15	178			
3127-3129	3		4575-4576	2		5067-5075	9	27				<u>*CV St. Albans Vt.</u>		
3201-3206	2		4578-4582	2					<u>Thornton Yard</u>			3600-3614	15	
3208-3209	2		4585	1		<u>The Pas</u>			4216-4217	2		4442-4445	2	
3211-3214	4		4587-4588	2	57	4206-4207	2		5000-5007	8		4447-4450	2	
3216-3218	2					4209-4210	2		5044-5049	2		4548-4551	4	
3223-3228	2		<u>MacMillan Yard</u>			4263-4264	2		5060-5066	7		4558-4559	2	
3231-3232	2		4584-4586	2		4266-	1		5083-5115	33		4923-4929	7	32
3235-3237	3		5257	1		4268-4282	15		5229-5238	10				
3239	1		9433-9459	27		4284	1		5344-5353	10		<u>*DW&P Virginia</u>		
3687-3688	2		9493-9598	106		4287-4289	3		5600	1		*5850-5853	4	
3690-3691	2		9640-9641	2		4291-4294	4		5602-5603	2		5904-5911	8	12
3693	1		9653-9656	4	142	4296	1		5605-5610	6	81			
3696-3698	3					4300-4302	3							
3701-3704	4		<u>Capreol</u>			4304	1		<u>Saskatoon</u>					
3707-3708	2		9460-9463	4	4	4340	1		4110-4111	2		<u>*does not include</u>		
3711	1					9156-9159	2	38	4147-4150	2		CV and DW&P 58's		
3713-3714	2								4153-4154	2		in count but		
3716-3724	9					<u>Prince Rupert</u>			4248	1		includes all units		
3726-3728	3					4343-4345	2		4252-4256	5		stored		
3730-3744	15					4346-4350	2		4258-4261	4				
4211-4212	2					9158-9161	2		4367-4368	2				
4220	1					9168	1	7	4371-4372	2	21			
									4392	1		<u>TOTAL UNITS</u>	1448	

ASSIGNMENT OF ROAD DIESEL UNITS UNDER 1500 H.P.

CHARLOTTETOWN		NEEBING		SARCEE JCT		CV ST. ALBANS VT		SASKATOON		
1750-1756	7	7	1377-1378	2	1070-1071	2	1509-1511	3	1009	1
			1388-1389	2	1073-1074	2			1013-1016	4
			1900-1917	18					1019	1
ROCKINGHAM				22	CALDER		MACMILLAN YARD			
1770-1780	11				1069	1	1213-1215	3	1021-1022	2
1782-1787	6	17	SYMINGTON		1075-1082	8	1227-1246	20	1029-1032	4
			1003-1008	6	1101-1117	2	1311-1326	16	1034	1
Gordon Yard			1010-1012	3	1123-1124	2	1328-1329	2	1036-1039	4
1327	1		1025-1028	4	1140	1	1349-1350	2	1042	1
1757-1769	13		1050-1055	6	1254-1257	4	1355	1	1044-1048	5
1781	1	15	1065-1068	4	1261	1	1358-1359	2	1056-1058	3
			1208-1209	2	1263-1264	2	1381-1385	5	1060-1064	5
SENNETERRE			1250-1253	4	1268	1	1387	1	1072-1118	2
1392-1395	4	4	1258-1260	3	1289-1291	3	1396-1397	2	1120-1133	2
			1262	1	1343-1344	2			1141-1143	2
TASCHEREAU YARD			1265-1267	3	1347	1	LONDON EAST		1149-1159	2
1297-1310	14		1360-1366	7	1504-1508	5	1204-1206	3	1286	1
1390-1391	2	16	1374	1		33				40

SARNIA		PRINCE GEORGE		THORNTON YARD			
1207	1	1341-1342	2	1000-1002	2	1282-1285	4
1247-1248	2	1356-1357	2	1210-1212	3	1287-1288	2
1338-1339	2	1367-1369	3	1216-1219	4	1292-1296	5
1346	1			1249	1	1330-1332	2
				1271-1275	5	1334-1337	4
				1279-1280	2	1345-1348	2
						1386	1
							37
CAPREOL		PRINCE RUPERT				TOTAL UNITS	323
1370-1373	4	1351-1353	3				
1375-1376	2						
1379-1380	2						

ASSIGNMENT OF YARD DIESEL UNITS

TASCHEREAU YARD		8065-8066		CV ST. ALBANS VT.		SARNIA		403-454	
106-108	2	8069-8071	2	8081	1	303-304	2	7154	1
110-115	6	8073	1	MACMILLAN YARD		306-308	2	7157-7159	2
117-119	2	8076-8079	4	200-204	5	354-355	2	7172	1
160-168	9	8163-8170	2	206-208	3	459-460	2	7175-7177	3
300-302	3	8182-8186	2	265-270	6	7207-7210	4		23
309	1	8189-8191	2	272-273	2	7606-7608	2	THE PAS	
351-353	3	8214	1	7026-7032	7	8165-8167	2	7205-7245	2
356	1	8500-8511	12	7163-7164	2	8171-8179	2		2
461-462	2	8613	1	7167-7173	2	8229-8232	2	SASKATOON	
7151-7152	2			7178-7179	2	8608	1	404-457	2
7162	1	GORDON YARD		7204-7206	2			7233-7234	2
7168-7171	4	221-224	2	7214-7218	2	WINDSOR		7237-7238	2
7174	1	226-279	2	7221	1	7201-7202	2	7244	1
7180-7183	4	281-282	2	7242-7243	2	7220-7236	2		7
7211-7213	2	8192	1	7247-7248	2	7239-7241	3	SARCEE JCT.	
7216-7217	2	8194-8195	2	7252	1			7249-7251	3
7223-7224	2	8238-8240	3	8512-8522	11	FORT ERIE			3
7235-7246	2	8242-8245	4		50	7020-7025	6	CALDER	
8029-8037	2			HAMILTON		7165-7166	2	213	1
8045-8046	2	SENNETERRE		7000-7009	10			215-216	2
8049-8050	2	8609-8610	2	7033-7035	3	NEEBING		218-220	2
8053	1	8612	1	8164-8166	2	425-426	2	274-278	5
8055-8057	3	8700-8702	3		15	455-456	2	400-402	3
8060-8063	4			LONDON EAST				405	1
				7160-7161	2	SYMINGTON		451-453	3
				7200-7203	2	205	1	458	1
				7215-7222	2	209-212	4	7158	1
						214-222	2		19
						260-264	5	THORNTON YARD	
						271-280	2	7153	1
								7155-7156	2
									3
TOTAL UNITS		283							

Cab Units--"Blinded" F7A's converted to B's abound, especially on the secondary mains, but conventional A's are still on the scene. Incredibly, on Aug. 18, No. 805 ran A-B with 9150-9191.

CP

SOO SD40's continue to make Winnipeg on Minneapolis runthroughs, mixed with CP SD's and in solid sets.

Alco/MLW Switchers--Rebuilt Geeps and demoted 8100's continue to make inroads, but the following S-series are among those still in service in Manitoba.

Wpg.: 6565, 6605, 7040, 7050, 7055. Portage la Prairie: 6569 Brandon: 7116, 6556

Stored S-series Switchers--Wpg.: (not including those deep within the Weston complex)

6517, 6535, 7037, 7039, 7048, 7101. Brandon: 6521, 6571, 6596 (latter two are MU-equipped); also at Brandon, ex-S series switcher/scale test car 420931.

Car Notes

Among ancient OCS equipment on hand at Brandon: wood sheathed (not outside braced) boxcar in full revenue paint and number: CP 220851, blt: 7-23, painted at Ogden 4-55. Also "Water Car" 415060, converted from tank car blt. 9-11.

Notable CP Consists--Aug. 19: Glenboro Sub. Grain Pickup: 8203-3013 (8203 chopped GP9)

Aug. 26: Coal Mtys ex-Thunder Bay: 6040-4509. Aug. 29: No. 948, CP 5635, B&O 3812, CP 5000

Aug. 29: No. 482, CP 5719, B&O 3713-3722-3702.

VIA Notes--Friday/Sunday Summer - only "Campers' Special" Winnipeg to Farlane, Ont. is running with two rebuilt 6300 series FP9's and six heavyweight (ex-Club-Buffer-Lounge Car) coaches, accompanied by a "standard" baggage car. The cars are as follows: previous identities of all but the 4891 confirmed by numbers showing through paint on car ends. Former identity of 4891 arrived at by process of elimination: VIA 4890, ex-574 "Caribou"; 4891, ex-573 "Great Slave Lake"; 4892, ex-575 "Muskoka"; 4893, ex-577 "Lake Couchiching"; 4894, ex-576 "Ontario"; 4895, ex-578 "Lake Makamik".

Stored at Winnipeg Union Station Coach Yard--CN Combine 7201; CP Baggage 2720; VIA "24 duplex roomette sleepers Irondale, Intervale, Iroquois; ex-NYC 10 roomette-six double bedroom sleeper Riviere Rouge (still in full CN paint); Cafe/Bar/Lounge 2509; Diners: 1357, 1364, 1370 (1357 rebuilt from 8-1 Dinette "White Sands"; 1370 on six-wheel trucks, converted from coach 5385.

There is also a very lengthy scrap line of VIA equipment at the scrap dock at CN's Transcona Shop reclamation yard.

Notable VIA Consists--Aug. 19: No. 93, 6304-6300 (rebuilt have replaced CN 9150's on this train. Aug. 19: No. 2 (outbound), 6540-6865-6624 (6863 at Symington same day).

EQUIPMENT ITEMS by Bruce Chapman

--The CP Toronto Auxiliary has car 411688, formerly combine 3052, mate to 3051 of 1201 excursion fame.

--VIA was scheduled to lease an Amtrak Superliner trainset for testing and evaluation, commencing Sept. 15. The equipment includes an Amtrak locomotive, baggage-coach, full coach, diner-lounge and sleeper. The equipment will operate on the PANORAMA until Easter 1985, except for return to Amtrak during the Christmas holidays.

--The following cars are being offered for sale by VIA: Lunch Counter Car 426, sleepers Mount Edith Cavell, Mount Robson, Mount Tekarra; diners 1348, 1361, 1366, 1372; sleepers Innes, Inwood, Ingonish, and Irma; Club-Lounges Soiree, Au Courant, Bonheur; Buffet-Lounge 4884; coaches 5212, 5297, 5386, 5388, 5400, 5413, 5415, 5417, 5418, 5421, 5428, 5433.

--CP Kootenay Div. Business Car 4 is being used for testing crews of the caboosless trains.

--CN is designing a 70 tonne hopper car for moving grain over the Churchill line, which has weight restrictions due to parts of the line being laid across unstable muskeg.



VIA-GO-CTCUM SUMMER 1984 REPORT by El Simon

(as appearing originally in "Cinders", published by the Philadelphia Chapter, NRHS)

VIA Rail Canada's flagship CANADIAN continues to run 17 cars between Toronto and Calgary and 20 beyond to Vancouver. This is the same size as last summer, but more intensive use of former CP Budd-built cars has been scheduled. A sleeper and the diner have been replaced, in theory, but some days a blue ex-CN car is operated instead. East of Toronto, there are still two through coaches, a snack coach and two sleepers to Montreal. Diners, Skyline domes and Park-series observations are turned now at Toronto and a 750 series cafe-lounge is added to provide cooked on-board meal service.

Both the HUDSON BAY and the new PANORAMA are diagrammed to carry two "E" class sleepers, each with four sections, eight duplex roomettes and four bedrooms. However, these trains likely will carry extra cars since they are popular with tour parties. The PANORAMA replaces the SKEENA between Prince Rupert and Edmonton (tri-weekly on a revised schedule), continuing on to Winnipeg on a daily basis. Full meal service is provided in a Skyline dome through mid-September, reverting to a cafe-lounge, the same as on the HUDSON BAY.

The OCEAN now has two Budd-built sleepers, replacing a "Green" and a "Bay" series car. The sleeper-lounge is now a "Park" series dome-observation to Halifax. The overnight service between Toronto and Ottawa is up for discontinuance, but sections are now offered to increase the loadings. The CHALEUR to Gaspe now offers full meal service in a cafe-lounge (the cafe-lounges are numbered 750-765).

The two "flagship" trains have both a full diner and a second car (a Skyline on the CANADIAN and a cafe-lounge on the OCEAN). We've noted that full meal service is available also on the CHALEUR, HUDSON BAY and PANORAMA. The secondary trains offer snack and beverage service; whatever this entails is not clear. Cafe-coach-lounges in the 3000 series are assigned to the overnight Montreal-Cochrane train and to the NORTHLAND. They also provide additional food service capacity between Calgary and Vancouver on the CANADIAN. Between Montreal and Toronto, conventional trains generally have a 2500 series cafe-lounge; some continue to Windsor. Otherwise, corridor trains make do with a snack coach.

Full meal service, where offered, consisted of two entrees for each meal. Skeptics have argued that this is of limited variety, but they overlook the fact that the entrees change each day of a trip, so that you might have eight choices for dinner on a transcontinental trip. Breakfast choices are usually an egg item and something like waffles or pancakes (a Continental breakfast is also served). For lunch, it's usually some kind of cold salad plate and a hot entree (with soup and sandwich available). Dinners are more elaborate and usually offer a meat and fish selection. Unlike Amtrak's unhappy recent experiences with its dining service, long haul riders in Canada should have nothing to fear.

The CANADIAN and OCEAN really are the last vestiges of the grand cruise trains once common in the United States. Some of the amenities have fallen victim to changing times and costs, but consider the features on the CANADIAN: coaches and leg-rest coaches, domes for coach and sleeper passengers, dining car, coffee shop and snack bar, lounges for coach and sleeper passengers. In addition you'll find six kinds of sleeping car space available: sections, duplex roomettes, roomettes, bedrooms, compartments and drawing room. All of this is highlighted by classic "covered wagons" for motive power. Apart from the all sleeper SUPER CHIEF, what American transcon of the 1950s offered more?

On the other hand, VIA's LRCs are a matter of taste. One has to applaud the effort to embrace new technology, but certain features are annoying. Half of the seats ride backwards, and luggage space is limited by overhead aircraft style bins. Food service is by trolley; there are no lounge areas. LRC trains are identified by note 5 in the schedules. Look for additional LRC trains as soon as 50 more cars, now on line, are delivered. They are numbered 3350-3399, and plans presently call for 40 coaches and 10 clubs. They have already replaced conventional

cars on the last Montreal-St. Foy round trip (the others already were LRC) and should go on additional Montreal-Toronto round trips soon.

Observations in VIA's corridor noted extra coaches scheduled on weekends, and holiday weekends see yet more cars booked. Trains 62 and 63 are the heaviest Montreal-Toronto trains, often requiring a third locomotive. Extra units are obtained by borrowing a small group of CN GP9s and RS18s equipped with high speed gearing, steam lines and signal lines, but no boilers. Surplus LRC locomotives and even CN units alone are used on conventional trains in the summer. For example, I noted a Montreal-Toronto train (No. 65 with 10 cars) pulled by RS18s 3724 and 3725 the Monday of Canada Day Weekend. Needless to say, its departure up the stiff grade out of Guildwood was noisy and smoky. VIA also assigned surplus Dayneters (leg-rest coaches) into coach service over the holidays and at least once ran a train of borrowed GO Transit bi-levels west from Toronto. I have no idea if anyone was turned away, because I was watching trains from the nearby Spadina Ave. bridge, but VIA was making intensive use of what it had.

Power for the Toronto coach yard is a group of eight CN S-13s (8512-8519) built in 1959. With 251 engines, they are similar mechanically to an Alco T-6, but of different appearance. Montreal's Pointe St. Charles passenger yard is worked by GMD SW1200RS and SW8 units. Elsewhere in VIA motive power, only eight former CP 'F' units (five A's and three B's) remain in service for VIA--having been rebuilt. They are numbered upwards from 6550 and 6651. Thirty 'A' and 12 'B' units built by MLW in 1958-59 (the FPA4 and FPB4's) continue to soldier on in the corridor and east to the Maritimes.

Certainly the largest operator of RDCs remaining, VIA operates about 30 in the Toronto area alone. Two RDC9's (6001 and 6004) are in CN livery yet--very rare on VIA. For the record, British Columbia Ry., MBTA, Metro-North, Maryland DOT and Amtrak are the only other North American RDC operators (revenue service).

While in Canada, I also observed rush hours in Toronto and Montreal commuter operations. GO Transit has 32 locomotives of four types. Units with head-end power are in the 500 series, consisting of eight GP40TC's of 1966 and six F40PH's of 1978. They are usually assigned to trains with a control coach at the other end. Eleven GP40-2's with Canadian style wide cabs and seven ex-Rock Island upgraded GP40's have no HEP capability and must be teamed with a power car--one of 11 FP7/F9A or three F7B units. These units fill in as second power units on trains consisting of more than eight bi-levels. These distinctive coaches protect all runs except one trip to Georgetown and a morning only "short turn" from Port Credit. In addition, there are five cars leased to Quebec this summer for service out of Quebec City. With almost a hundred single level cars surplus to their needs, GO has leased 53 to MBTA and 14 to MARC (Maryland).

In Montreal, all of the equipment operating out of Windsor Station has been repainted in CTCUM's blue and white scheme. Forty-one coaches, nine gallery cars and seven FP7's are the fleet. New platforms are going in at stations, and Westmount is being relocated two blocks west to the Vendome subway stop. On the other side, the CN commuter service remains suspended in a time warp--definitely a treat. The original six electrics are still active, going on 70 years, and five English Electric boxcars of 1924-26 can be seen as well. Three "youngsters" are now 33 years old, GE centre-cabs 6725-6727. In the rush hour, two trains of 1952 MU's are operated in base service (in sets of one motor to two trailers). They have incandescent lights and a growl that would be well known to riders out of Hoboken. These MU's also have what I swear are cowbells. The motors are virtually silent, and the bell is a useful warning that the train is about to move. In rush hours, four locomotive hauled trainsets of up to 12 cars are operated--mostly railroad roof cars (with a few streamlined ex-VIA cars), all in CN black and gray and very well maintained--truthfully, though, they don't get much abuse. A lot of fun, to be sure.

CP UPGRADING INTERMODAL OPERATIONS--This year CP Rail will spend \$14.5 million to purchase new equipment, open a new container terminal in Edmonton, upgrade its Calgary facilities, and expand its terminal in St. John, N.B. The railway has ordered 150 dry van domestic containers, 50 refrigerated containers and 137 container chassis for late 1984 delivery. The new equipment, costing \$7 million, will be used for general merchandise traffic and perishable goods. Approximately \$7.5 million will also be spent this year to complete a new \$14 million intermodal terminal at Edmonton, expected to be in operation in October, with capacity to handle 50,000 trailers and containers a year. The new terminal will be designed to accommodate lift-on, lift-off operations for domestic containers, trailers and import/export containers between the ground, flatcar and container chassis. Two new top lifters, each with a lifting capacity of 90,000 pounds, have been purchased for this purpose. The existing lifting machinery at the Calgary intermodal terminal will be upgraded this year so that trailers as well as containers can be handled. The expansion and upgrading of the St. John terminal will also be completed in 1984 at a cost of approximately \$300,000. This will provide that terminal with the capacity to handle domestic containers on-and-off flatcars. The new eight-acre site will provide a larger storage area.

The switch from the "circus" loading/unloading system to a mechanical lift-on/lift-off operation to accommodate the domestic containers and to increase productivity is felt by CP to be critical if it is to remain competitive. The heavy volume terminals are being equipped with piggybackers giving them the capacity to handle trailers, 20 and 40-foot marine containers, and 29 and 44-foot domestic containers. Equipment already in place includes eight piggybackers, nine side lifters and 22 smaller top-lifters. Since CP Rail purchased its first domestic container in 1978, the company has spent approximately \$95 million on domestic containers, terminals and support equipment, including chassis, flatcars and containers handlers. CP Rail's Intermodal Services officially began operation in 1957 with 90 flatcars and 100 trailers. It is now one of the fastest growing aspects of the railway's business. CP has today a fleet of approximately 1750 domestic containers, 2000 flatcars for domestic and marine containers, 1300 piggyback trailers, 1500 chassis and 1990 trailer flatcars.

POLISH COAL FOR AUSTRIA

BY ERICH TSCHOP

I do not know if UCRS members have already heard about this, but we have a nuclear power plant in Austria. Construction started in 1972 and, just when the plant was almost finished in 1978, a group of persons thought that such a nuclear plant could be dangerous for large parts of the Austrian population, especially in view of its situation only 50 kilometres west of Vienna, Austria's capital, with a population of around 1.5 million people, at Zwentendorf. This small village is on the south shore of the River Danube, a few kilometres west of Tulln, where the Franz-Josefs-Bahn main line tracks cross the river on their way from Vienna to Gmund NO, near the Czechoslovak border. After quite a period of dispute it was decided to ask the Austrian people what they thought about starting up the almost finished atomic energy plant. A small majority of those who expressed their opinion was against starting up the power plant and for this reason our government had to accept the people's vote.

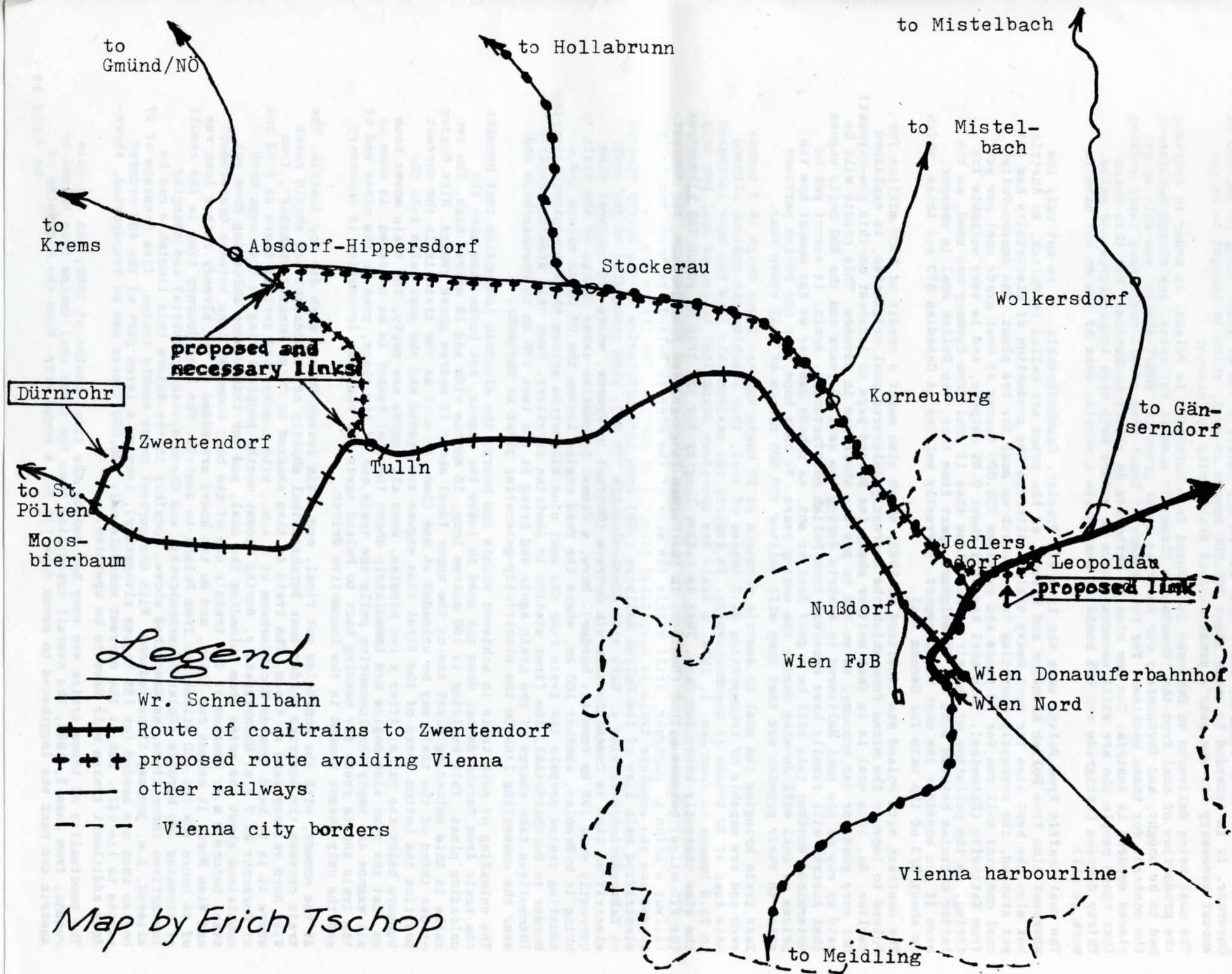
Currently, i.e. 1984, it looks like the final decision to open this plant or to tear it down will be finally made before the end of the year. At the moment we have no shortage of electricity in Austria, and during the next 10 years we will build another three hydro-electric plants on the Danube River between Vienna and the border with Czechoslovakia near Hainburg. So, there is no immediate need of the atomic power plant. Also, we do not have any uranium in Austria, and would have to import all of the needed supplies from abroad. One of the main reasons for objection to starting up the atomic plant was that no one knew what to do with the nuclear waste. Talks with France, India and the United States have failed to solve this problem, and even now our neighbours, who have atomic power plants already in use, are still searching for some place to deposit their nuclear waste. Apart from that, only as lately as April of this year we could read in the papers how difficult and costly it is to tear down such a plant after having worked on it for 10 to 15 years, which is about the length of time we now consider that it will take before any such plant will be able to function safely.

So, we suddenly had an almost ready to work power plant that was denied permission to operate. Immediately after the decision not to start up the atomic energy plant, both the government and the company that built the plant at Zwentendorf started thinking of what to do with the plant. Half a year later it was decided to rebuild parts of the plant into a conventional one, using coal from Poland. Polish coal was opted for because of the price and the low percentage of sulphur. This was considered very important, especially as between the site of the power plant and Vienna there are large open areas of woodland that have to be saved from acid rain as much as possible. Apart from that, the Vienna City Council was very much concerned that there be as little emission as possible, because the westerly winds would bring most of this to Vienna.

After having decided in favour of coal from Poland, the authorities started thinking of how to bring the necessary amounts of coal from Poland to Austria. Although the railways are ideal for shipping large quantities of coal at reasonable prices, our government really first thought of having the coal transported by pipe line to Austria. Six years ago they thought that our railways and those of Czechoslovakia and Poland might not be able to transport the necessary amounts of coal. But when they started calculating how much the building of such a pipe line would cost, it clearly showed that we could never afford this expenditure and our railways were awarded the contract. For this traffic 400 new bogie wagons were ordered in 1980, which unfortunately could not be produced fast enough in Austria, contrary to what was thought four years ago. For this reason 200 wagons were ordered in Austria and the rest from Poland. Looking back, this was a great mistake, not only because there are today many people in our local wagon making industry short of work, but there have also been serious problems with the Polish wagons. Even by mid-1984 the order for 200 Polish bogie wagons has not been completely finished. Today people would be thankful if these 200 Polish-built wagons could have been constructed in Austria. Apart from this, it was not very economical to have the wagons produced in Poland, as I will describe later.

Of course, the home-built wagons were delivered first and, together with the first coal cars from Poland, at the beginning of 1983 the first trial runs began. As already mentioned, there developed some difficulties with the Polish wagons, and immediately repair work started. In the meantime, until the difficulties had been overcome with the Polish wagons, the production in Poland had to stop, and for this reason their batch of 200 wagons is still not completely available. In the meantime, construction of the new electricity generating plant at Durnrohr, two kilometres south of Zwentendorf, went ahead, and if everything works out as planned, this new plant should be ready by the end of 1984 and the production of electricity will start in 1985.

In order to have enough coal for continuous operation of the new plant, in December 1983 the transportation of coal from Poland to Austria started and this coal is now being stockpiled near the plant at Durnrohr. So, even in the event that some trains should be delayed by



Map by Erich Tschop

political or economic reasons, there will not be any interruption of electricity production at Durnrohr. It is intended to stock about 700,000 tonnes of coal, which is thought to be the amount necessary for one year's production of electricity at Durnrohr.

The coal being delivered to Durnrohr is brought from Kattowitz in Poland. In order to increase the production of coal from the "Powstancow Slaskich" mine at Kattowicz, new mining machines had to be bought, and fortunately our Austrian steel producer "VOEST-Alpine" was able to get the contract for these machines. For this reason at least some people could have their working places secured in Austria. The new mine at Kattowitz is highly mechanized, but this means that those people who are still necessary have to endure both high temperatures and noise. Thirty degrees Centigrade and 95% humidity mean quite a strain, even if you do not have to work at all!

The coal traffic from Poland uses the line via Breclav, Czechoslovakia. It is not only the shortest line from Polish Katowice and Bythom, as the towns are called in Polish, to Austria, but also the best line for such heavy trains. Although the production of electricity has not yet started, the currently operating trains stock up coal for the plant. The Austro-Polish coal contract will run for 20 years and promises 700,000 tonnes of best grade coal per year from Kattowitz (Katowice). This coal has only about 0.5% sulphur, and is very suitable for firing, as the pollution of the air is much less than if coal from Germany was used, as the latter contains between 2.5% and 3% sulphur. Apart from that, the Polish coal is cheaper, even if you consider the cost of transport, currently selling at Canadian \$70 per tonne, which is about 2/3 of the rate for German coal.

The contract with Poland was finalized in 1980, which also meant a credit of \$300 million for Poland to improve the mines from which the currently delivered coal originates, as explained earlier. So, this coal is in fact neither cheap (as Poland pays no interest on this pre-payment) nor very good for our economy, as we had to pay the whole sum in advance. This credit will be paid by way of the coal delivered to Austria during the next 20 years and the 200 bogie wagons that Austria will finally have received from Polish manufacturers. Again, it cannot yet be determined whether this will be a good deal or not, as nobody can say at the moment how the prices of coal will develop during the coming years. We only hope that our Polish partners stick to their promise and that they will deliver 700,000 tonnes of coal every year.

Each train bringing the coal to Austria consists of 27 bogie wagons. These weigh 25.3 tonnes each and are capable of transporting 54.5 tonnes of coal, thus reaching the maximum allowed axle load of 20 tonnes in Czechoslovakia. In Austria the maximum axle load has been increased to 22.5 tonnes as from Jan. 1, 1984. A train can therefore bring 1460 tonnes of coal per trip, the time currently being two days. This is rather lengthy for the trip of about 440 kilometres (or 275 miles) between Bythom (Beuthen, in the German language) and Moosbierbaum, the nearest railway station to Durnrohr. Still within the area of the mine in Poland the bogie wagons are loaded and the complete train is dispatched directly to Austria. The trains use the electrified main line of the Polish Railways (PKP) from Bythom/Katowice to the border station at Zabrzdydice/Petrovice n. Karv with Czechoslovakia (78 km), then proceeding on the still electrified line in Czechoslovakia via Ostrava (Ostrau) to Prerov, where the overhead wire currently ends (98 km from the border). Here, a diesel locomotive takes charge of the train to bring it to Breclav, another 100 km, where the road engine leaves the 27 bogie wagons and a shunting engine propels the train over the next nine kilometres across the Czechoslovak/Austrian border to Bernhardsthal, the first station in Austrian territory. From this station electric locomotives take charge of the train again and bring it the last 136 km to Moosbierbaum and over the connecting line to the electricity-generating plant at Durnrohr.

The unloading of each train is achieved within two hours; the electric locomotive that brought the train from Bernhardsthal does not need to leave the wagons, but backs them into the unloading plant. This building is 150 metres long, 15 metres wide and 19 metres high. The two rails in this unloading plant are on the upper level about 15 metres above ground. Nine bogies or one third of the train may be unloaded at one time. As soon as the train is in the correct position the bottom doors of the first nine wagons are opened and the coal falls into the bunkers below the rails. After a few minutes, when all wagons are empty, the train moves back so that the next nine bogies are immediately above the coal bunker to be unloaded. As soon as all wagons are empty the locomotive pulls the train out of the plant, runs to the other end of the train and is ready for heading back to Poland again. No shunting locomotive is necessary, and the only person needed is the locomotive driver.

At the moment, with the schedules not final, one train leaves Poland each day for Austria. The train crosses the Austrian border near Bernhardsthal shortly after midnight and should reach Wien Nord railway yard at 4 a.m. The train is then shunted to "Wien Donauuferbahnhof", from where it is to head towards Moosbierbaum at 5 a.m., with a scheduled arrival there at 6:30 and at Durnrohr at 7 a.m. Unfortunately, during recent months people living in that area have complained about the noise from unloading the coal, and for this reason unloading does not start before 9 a.m. Because of the train's use of the busy commuter line between Ganersdorf and Wien Nord, it cannot run later, and so two hours are added to the already rather long run of 48 hours for the 440 kilometres from Poland to Austria. The long journey time is the result of crossing two borders (Poland/Czechoslovakia and Czechoslovakia/Austria) and changing locomotives three times, as described above. Possibly in the future this timetable can be altered, i.e. journey times reduced. With the current seven weekly trains, five consists of 27 bogies each are needed (or 135 bogies altogether), leaving a large part of the 400 ordered wagons to lie idle. But at the current schedule only 530,000 tonnes can be transported, therefore additional trains will have to be operated.

The punctuality of these trains was very bad during the first months of 1984, and for this reason; from June 3, 1984, the overall travelling time for these coal trains from Poland to Austria and back was lengthened to seven days (!) for a round trip. From the beginning of



UCRS and other events and activities

by Ed Campbell

A good number of UCRS members and friends assisted at the Canadian National Exhibition sales table beside CN Northern 6213, and the Society wishes to thank them again for promoting the organization. These members are listed herewith:

Vic Borrow	Art Lieper	Dave Scott
Carlyne Buck	George Meek	Irene Shadlock
Ed Campbell	Ben Mills	Tom Shadlock
Norm English	Ed Misera	Lorna Sloane
Art Faber	Jim Morton	Mal Smith
Elsie Forbes	Charles Randall	Dave Stalford
Ron Hovorka	John Robertson	Tom Thomson
Grant Kingsland	Dave O'Rourke	Heather Walther
John Laraway	Millie Sandusky	Jim Walther

A number of Ontario Rail Association members assisted at the locomotive, viz. Jim McQuaig, Dave Menard, Keith Hopkins, Peter Mackintosh and Ron Salisbury. Garry Townsend of George's Trains also assisted, as well as Larry Eyres and Doug Lister. Vic Borrow also assisted in transporting sales material.

The locomotive was freshly painted with the help of UCRS members mentioned above and Delaware and Rutland Model Railroad Club members.

Those who are interested in purchasing any of the books and other material which the UCRS has for sale may do so at the St. Clair Station (Toronto) store on Saturday, November 17 and Saturday, December 22, each day from 12 noon to 4 P.M. The store is located in the basement of the station, which is on the north side of St. Clair Avenue West, just west of Caledonia Road. Street cars Route 512 (St. Clair) stop at Caledonia Road.

Saturday, October 13 - A special railroad slide and movie night sponsored by the HO Model Engineers Society of Hamilton; location: St. John's Ambulance building, 500 Upper Wellington Street, Hamilton; time: 7:30 P.M.; Admission: \$4.00. The HSR Upper Wellington bus will take you there from downtown Hamilton.

Sunday, October 14 - George's Trains Meet at the Howard Johnson's Airport Hotel; Dixon Road and Highway 427, Toronto, from 10 A.M. to 4 P.M.

Friday, October 19 - The regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, corner of College and McCaul Streets. Doors open at 7:30 P.M. for usual pre-meeting gathering outside the auditorium, with the meeting starting at 8 P.M. sharp. Paul McWhinnie will entertain with an illustrated talk about "A Tour Across Canada by CPR in 1912".

Friday, October 26 - The regular Hamilton Chapter meeting of the UCRS in the CN station at 8 P.M. will feature members' 35 mm slides. Here is a second chance to go to Hamilton to show the slides which you took this past summer. All UCRS members and friends are always welcome at Hamilton.

Saturday, October 27 - The UCRS Annual Banquet to be held at the Chelsea Inn on Gerrard St. West in Toronto; see flyer attached.

Saturday, November 3 - Slide and Photo Sale or Swap presented by the Toronto Transportation Society from 1 P.M. to 5 P.M. in the Community Centre at 2445 Lake Shore Blvd. West, Mimico. Admission \$1.00; take Long Branch (507) street car from Humber Loop to

Mimico Ave. Dealers welcome.

Saturday, November 3 - Annual Inter-Chapter Dinner of the Lake Shore and Buffalo Chapters of the National Railway Historical Society, at Dunkirk, New York. Jim Boyd, Editor of Railfan and Railroad Magazine, will be the speaker. For further details phone (716)836-0872 or write Al Kerr, 111 Coronation Drive, Buffalo, N.Y. 14226.

Friday, November 16 - Regular UCRS Toronto meeting in the Auditorium of the Education Centre, corner of College and McCaul Streets. Doors open at 7:30 P.M.; meeting starts at 8 P.M. sharp. The speaker will be well known Toronto historian, author and transit fan Mike Filey.

Saturday, November 17 - UCRS store open from 12 noon to 4 P.M. (see notes above).

Friday, November 23 - Regular UCRS Hamilton Chapter meeting at 8 P.M. in the CN Hamilton station; program announcement later.

DO NOT FORGET THE UCRS ANNUAL BANQUET, SATURDAY, OCTOBER 27th.

next year, with two daily trains, 14 consists will be necessary, occupying 378 bogie wagons out of the ordered 400. The problems lie mostly in the single track line between Prerov and Breclav near the Austrian border, where the heavy trains need two diesel locomotives and have sometimes been left waiting for a day or longer before being allowed to proceed over this stretch of line. For this reason there have been many talks between the Austrian and Czech State railways, and it is hoped that, with the new schedule, timekeeping will become better. Another reason for late running is the heavy commuter traffic on the Austrian stretch between Ganserndorf and Wien Nord. If the train does not arrive at Bernhardsthal before 4 a.m., it will be held until the late afternoon or early evening hours when the line becomes less crowded.

These difficulties have already brought a lot of headaches to the railwaymen responsible for the timetable for the second daily train from Poland that will be needed with the beginning of electricity production by the plant at Durnrohr in 1985. The only possible way to avoid the bottleneck of the Wien-Schnellbahn line between Floridsdorf and Wien Nord would be use of the former main line via Stockerau to Tulln. Unfortunately three necessary connecting links on this stretch of line avoiding Vienna were taken out of use and dismantled after World War II. The proposed link from Leopoldau to Jedlersdorf will be very costly to rebuild, as it runs over bridges some 10 metres above ground level for five km! If the train had to use the route via Stockerau at the moment, the locomotive would have to run around its train at Floridsdorf, Absdorf-Hippersdorf and Tulln. The first and last are very busy yards and therefore there would be further problems of capacity. For details please refer to the accompanying map. As goods traffic is very low on weekends in Austria, the new schedules will possibly provide two trains only on weekdays starting in 1985, because at the moment 10 weekly trains would be enough to bring 700,000 tonnes of coal to Austria per year.

One interesting thing about the route of these coal trains is the still necessary use of diesel-hydraulic locomotives. Such locomotives are used much more in Europe than are diesel-electric, which are favoured in North America. The current schedules require this type of haulage for a quarter of the trains' journey. However, Czechoslovak State Railways (CSD) are already electrifying their line from Prerov to Breclav with overhead wire of their system (25 kv, 50 Hz AC), which is different from that used in Austria. For this reason no negotiations have started for the nine km from Breclav to Bernhardsthal, which currently is served by a diesel shunter of CSD. All trains running over this line are shunted from Breclav to Bernhardsthal or back, as outlined above. As the newest shunting locomotives of OBB (Austrian State Railways), class 1063, are capable of running under 25 kv 50 Hz AC as well as the Austrian standard OBB 15 kv 16 2/3 Hz AC, there is a possibility that the overhead wire can be extended from Bernhardsthal to Breclav at some time in the future, with Breclav station becoming the changing point between the two systems of overhead power. This would finally allow electric haulage of the coal trains throughout the whole of the route. This same arrangement may also be adopted for the traffic on Austria's eastern border with Hungary, between Nickelsdorf and Hegyeshalom.

After the problems with the Polish-manufactured wagons have been overcome and the troubles with the people living near the unloading point at Durnrohr have been solved, OBB hopes that there will be no further problems, and can only hope that the punctuality of the trains will improve with the coming of the summer timetable. I only hope that these trains will add to the profit of our state railways!

• Vehicles included in the TTC's display at the 1984 Canadian National Exhibition were Toronto Railway Co. 306, Fifth Ave. Coach double deck bus No. 1 (both loaned by Ottawa's National Museum of Science and Technology), RT car 3014, Infobus 0015 (ex-3315), Ford Transit bus "792" (owned by OERHA, ex-Kitchener Public Utilities 20), and a 1700 series Wheel-Trans van. The decorated (Year of Celebration) streetcars tended to be concentrated on Exhibition-bound routes during the period of the CNE.

MEMBERSHIP RENEWAL

As we approach the end of the year 1984 it is time to renew your membership for the coming year. The greater part of the annual dues go to the publication of the Newsletter. Published every month it puts before you news from the world of rail and transit. It is intended in the coming year to continue along this same track.

SPECIAL OFFER

The fees for the year 1985 remain the same as for this year \$20. The special offer of last year of a one dollar reduction for early renewals is repeated this year for renewals postmarked before December 1st. 1984. Note the earlier date.

to Membership Secretary
Upper Canada Railway Society
Box 122 Station A
Toronto Ontario M5W 1A2 Canada

Enclosed is cheque or money order for renewal of society membership for the term January 1985 to December 1985

Make cheques or money orders payable to the Upper Canada Railway Society in Canadian funds or equivalent at par in Toronto Note - Cheques on U. S. Banks must be in U. S. funds.

BACK ISSUES

If you joined the society after the first of the year - there may be some back issues owing to you. Please mark below any not yet recieved.

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Back issues are not kept in stock but are made up from separate sheets as required and some sheets may be Xerox copies. So it may not be possible to send out missing issues immediately to those late in renewing their memberships.

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Your help is needed to carry on the work of the society. Help may be occasional or regular - see adjacent column for suggestions

If you have volunteered before please volunteer again - conditions differ each year

Please give your phone number if you are in the Toronto calling area even if you do not wish to volunteer at the present time.

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BANQUET 1984

SATURDAY OCTOBER 27TH.

See attached sheet for details.

Please order on a separate form.

