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



NFTA LRV 117, southbound on Main St. passing the AM&A department store on an employee demonstration trip. Mar. 30, 1985. --John D. Thompson



Amtrak Superliner-equipped EMPIRE BUILDER on BN (ex-GN) rails alongside Puget Sound, Washington. February, 1985. --Bruce Cole photo



Chemin de fer Congo Ocean CC501 (first unit of Order C-451 from DDGM) at the London plant on Mar. 6, 1985. Colours are dark blue with orange stripes.

--Ian Platt photo



CP Rail Rail Changeout Unit at work on the North Toronto Sub. near Lansdowne Ave., Apr. 4, 1985. The unit replaces the old rails with new ones, as well as tieplates and spikes, and grinds down ties before installation. The car in front of the unit is a mobile repair shop for the RCO. Previously, it was in Edmonton for three months.

--Ben Mills photo

RAIL WAY OR AIR WAY ?

by Otto Frauenlob



(The following article was published in the January/February 1985 issue of LE MOIS, publication of the Swiss Bank Corporation, Bale, Switzerland. It is presented in the English language version with the kind permission of the author and the Editorial Committee of LE MOIS. Herr Otto Frauenlob is a former editor of the newspaper DER BUND of Bern, Switzerland).

After World War II, the railway found itself threatened more and more by the automobile and airplane. However, it was not at all inclined to be displaced without defending itself.

The era of modern transportation opened in 1825, when the first railway began operating in England. The victims of this revolutionary innovation were the stage coaches and other horse-drawn vehicles. In 1887, the first prototype of the automobile, the Daimler, inaugurated a new era in the history of road transport. Less than 20 years later, in 1903, the first airplane flew in the U.S.A. Between the two (world) wars, the contest between various transportation modes sharpened. The regular service of the big transatlantic liners was extinguished little by little and only the cruise ship services restored new life to these giants of the seas.

For their part, the railways in no way remained inactive. In 1964, the opening in Japan of the high speed Shinkansen line, on which speeds exceeded 120 MPH, was a worldwide sensation. In Europe, France was the first country to build a truly high speed line, the TGV (Train à grande



NEWSLETTER

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VIA Rail Canada

ONE MAN'S OPINION by Alonzo Dixon

The restoration of VIA Rail Canada passenger train services, assassinated by former Transport Minister Jean-Luc Pepin, has made a hero of current Transport Minister Don Mazankowski, previously Pepin/Axworthy's most severe critic. Mr. Mazankowski has said in high profile media statements that, in

the case of passenger train services in Canada, he and the Government of Canada will be guided by the wishes of Canadians, near and afar. He has also said (using the imperial first person plural): "We want to bring the romance back to train service in Canada." Hyman Solomon, Toronto FINANCIAL POST's man in Ottawa, says that Mazankowski "has clearly demonstrated his formidable clout with a major Cabinet victory of politics over economics. Finance Minister Michael Wilson, who leads the policy effort to restrain government spending, progressively reduce the deficit and generally get more bang for the tax buck, has lost a big one."

The government claims that VIA's \$500 million annual subsidy does less to ensure good passenger train travel and more to encourage private investors to find cheaper ways of providing cheap transportation. Let it be said in all honesty that Transport Canada does its share, too, with subsidies to highway and airport construction and maintenance. Of course all Canadian political parties espouse the cause of reviving good passenger train service. Mr. Mazankowski has all but promised between \$600 and \$800 million for new equipment, to improve the currently disgraceful service, plus new legislation strengthening VIA in its search for better deals with CN Rail and CP Rail for essential trackage rights and service facilities. But Mr. Mazankowski so far has failed utterly to address the question of how this subsidy will affect the already huge (\$1.4 billion) annual transportation budget and how the Government's new rail plan will succeed any better than all the attempts made in the past to convince Canadians to travel by trains instead of by airplanes, highway buses and private automobiles.

Let it be firmly understood that Government Ministers from Western Canada do not garner votes for their party nor retain office by favouring populous central Canadian rail markets like Quebec City-Montreal-Toronto-Windsor/Sarnia. But is a revival of the transcontinental CANADIAN of yesteryear, which lost \$200 million while providing bargain basement rides for native and foreign tourists and seniors, courtesy of the public purse, really the answer? VIA and Transport Canada argue that better working contracts with CN and CP will ensure better service with lower costs. Rubbish! Even if VIA could save 20-25% of its contract costs, this reduction would make only a minor dent in the total VIA subsidy. Conveniently forgotten is that most of VIA's contract payments go to government secured CN Rail. Does the taxpayer benefit from one-pocket-to-another transfers?

Some advocates of rail passenger service present a sensible but modest argument based on fast, competitive trains serving big population markets over middle distances in the 200-500 mile range. Obviously, shorter distances can be travelled more efficiently by highway bus and private car; longer trips are best accomplished by air. But these are axioms that were confirmed in the 1950s; here we are, 30-odd years later, still trying to describe the elephant. Perhaps the railway passenger train, like the steam locomotive which was once its motive power, is in fact a thing of the past, an anachronism to be examined on summer vacations at holiday resorts.

--(Come on, readers--what do you think of this one?--Ed.)



A United States Federal bankruptcy judge in Chicago has awarded the 3100 mile Milwaukee Road to Soo Line Railroad Company, a subsidiary of Canadian Pacific Limited, despite a bid from Chicago and Northwestern Transportation Company that was \$220 million higher. C&NW is expected to appeal the decision. Plans are underway for through Soo-Milw trains, and an amalgamation of the

existing shop facilities.

COVER: A westbound Conrail freight on the Canada Southern passes the large depot at St. Thomas, Ont. Aug. 1983.

--John D. Thompson

vitesse) of the French National Railways (SNCF), which enjoyed an enormous success. Over a test length, it reached a speed of 230 MPH, thus establishing a new world's record. On Sept. 27, 1981, the TGV welcomed its first passengers on the new Paris-Lyon (Paris suddest: P-SE) Ligne a grande vitesse (LGV). This articulated, automated train, 610 feet long, covered the distance of 400 km in two hours 40 minutes, while conventional express trains were making the trip in three hours 38 minutes on the fastest schedule. Since October, 1983 the TGV has operated at 270 km/h over the whole P-SE:LGV line, so that the travel time is now no more than two hours.

The success of the TGV exceeded all expectations. In the autumn of 1981, TGV trains carried an average of 14,000 passengers daily; for 1984, a daily average of 40,000 passengers was predicted. In addition, TGV service was extended to Besancon in eastern France, Chambéry in southeastern France, and Saint-Etienne, Montpellier, Marseille and Toulon in the east-central and southern parts of the country. From the outset, the TGV demonstrated its profitability and the associated investments were amortised in a relatively short time.

This is the first time that the railway has succeeded in offering serious competition to air transportation. For the time being, it is a question of air traffic "only" between Switzerland and France; that is to say, of the Geneva-Paris connection and the interior routes in France (Paris-Lyon-Marseille). But, 10 years from now, the TGV network will have been extended to the shores of the Atlantic and eventually to Brussels and Cologne (502 km). Then, it will no longer be "only" the national airlines of Air Inter, Air France and Swissair that will be affected, but also those of Sabena (Belgium) and Lufthansa (Federal Republic of Germany).

Regarding the Geneva-Paris connection, the airline companies demonstrated a reaction as prompt as it was energetic. On Mar. 22, 1984, Swissair announced at a press conference that the loss of revenue in European air traffic was 90% attributable to the Switzerland-France service and, notably, to the Paris-Geneva-Paris route. In addition to the unfavourable European economic developments, this service in particular had been affected by competition from the TGV. That is the reason why you could read in Swissair's annual report for 1983: "On the Geneva-Paris route, we have introduced with Air France, on a trial basis and to respond to the competition from the TGV, a season-ticket flight." (1)

From Jan. 1, 1985, Swissair and Air France offered particularly cheap fares on their flights to destinations in France and Switzerland, while the TGV had just inaugurated for weekends a non-stop service Paris-Geneva-Paris which allowed a further saving of 20 minutes per trip.

Attempts at Co-operation--On the other hand, the railway is confronted by the growing competition from regional and complementary airlines, a sphere in which Crossair (2) of Switzerland today occupies a position of choice. This airline has been and continues to be at one and the same time competition for Swissair and for the railways concerned. Meanwhile, all parties involved agree to recognize that, in the long run, they are all interested in collaborating. Mentioned as an example are the concerted efforts of Crossair and the SBB/CFF in proposing combined trips, going by air and returning by rail, or vice-versa.

Meantime, the aircraft industry has been concentrating its efforts on the production of aircraft of small dimensions. So, it seems that the use of these types of equipment is becoming general. We must not forget, finally, the tourist motor coaches which, because of their increasingly luxurious construction and equipment, continue a competition not in any way to be overlooked.

However, perhaps the railway has reacted to the competition from automobiles and airlines without waiting for the advent of the TGV. In 1957, the Trans-Europe Expresses (TEEs) were introduced, composed of First Class carriages only. Immediately, applications for participation in the TEE network were received from all sides. Switzerland's federal city, Bern, had to wait patiently for eight years before the "Rheingold" TEE service from Amsterdam to Bale was extended at last to Berne and Geneva. Today, after scarcely a generation, the TEE trains have practically disappeared, having been replaced by "Intercity Trains (ICs) which include Second Class accommodation and are, from this fact, more advantageous than the airplane. Austria was an innovator in this domain, establishing in 1958 the TRANSALPINE on the Vienna-Zurich-Bale main line. Following experiments conducted with TEE trains, the new TGV trains themselves included Second Class accommodation.

The "Fly-Rail" trains, linking main city stations and airports directly, have been shown to be of great usefulness, as much in Switzerland as in other countries. In effect--and thanks to the line which serves the Zurich airport (Kloten) and to the IC trains Berne-Zurich-Berne, with departures every hour--passenger traffic between Berne and Zurich has increased by 75% in the space of a few years. The Berne-Zurich airline connection henceforth is a thing of the past. In 1987, the railway linking the Geneva airport (Cointrin) to the main city railway station, Geneva-Cornavin, will be opened. A similar line from Bale airport to the city "Hauptbahnhof" is not a utopian idea either; it is now just a matter of time. The SBB/CCC have also distinguished themselves in establishing the "Baggage-Fly" (3) service. In the case of our neighbours in the Federal Republic of Germany, the non-stop airport trains between Dusseldorf and Frankfurt have now become an institution that we can no longer do without.

In the European theatre, the construction of new railway lines progresses at a lively pace, notably in West Germany and in Italy. Switzerland, for its part, is working on a project called "The Railway of the Future", or "Rail 2000". This concept is not confined solely to the construction of a great new transversal railway (4) in Switzerland; in addition, it contemplates methods of improvement for the whole country in the areas of railway construction and operation. Thanks to the TGV, our country has realized in its turn the interest that fast and efficient railway service represents. This captivating concept will be felt more keenly as other high speed rail lines from neighbouring countries reach our frontiers.

Right now, transportation is a very dynamic sector on the technical front as well. To convince yourself of this, you have only to visit the test station for the magnetic induction train in the Ems region of West Germany. On Aug. 17, 1984, the computer controlled train carried

passengers at a speed of 182 MPH. And the tests are continuing. Meanwhile, however perfect the technique and the organization may be, the quality of service remains one of the essential factors for all of the major transportation modes. For the principle has remained the same: it is excellence of service which makes for satisfied and faithful customers.

Notes: 1. A "season-ticket flight" means that you can fly several times at a reduced rate.
 2. Crossair is a Swiss airline company flying to destinations in Western Europe.
 3. "Baggage-Fly" is a system used in Switzerland whereby airline passengers can check their baggage at the railway station before taking the train to the airport. Similarly, they can collect their baggage at the station to which it is consigned.
 4. "...a great new transversal railway": this was a project to construct a new high speed railway across Switzerland. It has been abandoned recently.

Translated from the French language by S. Worthen. Map courtesy Thos. Cook & sons "Continental Timetable".



The Federal Cabinet has cleared the way for a joint CN-CP purchase from Conrail of the Canada Southern Ry., but it is insisting that the new owners maintain the line for a minimum period of 20 years. The decision ends four months of suspense following a CTC recommendation that the government endorse the purchase, despite fears that many jobs might be lost. The deal was to take place as of midnight, April 30. The lone concession seems to be the provision that CN-CP maintain the line for the next two decades, although there is nothing in the Cabinet order that requires the new owners to upgrade facilities along the line between Windsor and Niagara Falls. On the other hand, CN is talking of spending \$5 million this year on improvements and up to \$30 million over the next five years. The decision ends the hopes of two other companies, Erie Express Railway Corp., and Trans-Ontario Railway Holdings Ltd. to buy the railway. Canada Southern employees had hoped that one of the two American firms would get the green light, but felt resigned to the fact that Conrail was likely looking for a deal that would offer the least competition to its own lines south of Lake Erie. CN claims that Canadian railways were chosen because they could run the line more efficiently than either of the American newcomers. Meanwhile, up to 60,000 cars a year will be diverted from Sarnia to Windsor as a result of the acquisition of the Windsor-Detroit tunnel as part of the deal. Presently, the Sarnia-Port Huron tunnel handles about 350,000 cars a year. This will reduce travel time for cars destined for locations south of Michigan by about 20 hours.

In a last minute development, the Norfolk Southern has filed for leave to appeal last December's CTC decision. Lawyers for the NS said that the Federal Appeals Court should decide this month whether or not to allow the company's appeal to go ahead. The NS did not originally object to the CN-CP takeover as long as several conditions were met protecting the NS's marginally profitable operation. The NS has trackage rights on CN's Chatham and Cayuga Subdivisions, and presently runs more trains on the Cayuga Sub. than does CN. Since the Cayuga Sub. parallels much of the Canada Southern, the NS wants to know where it stands in the new scheme. The NS also provides carferry (barge) service for CN across the Detroit River. When the CTC ruled that it lacked the authority to grant conditions, the NS started its own complaint procedures.

According to the London Free Press, Ottawa knowingly trashed an estimated \$200 million in industrial development and about 26,000 future jobs over the next 20 years in the St. Thomas area by approving the Canada Southern sale to CN-CP. St. Thomas Councillors saw a Ford Motor Land development corporation for the area's economic future vanish. The U.S. subsidiary of Ford had detailed in a letter from Detroit to Transport Minister Mazankowski last February its plans for development along the route if the Erie Express bid was successful. Ford had also desired to create railroad competition for their St. Thomas plant.

-- Mike Lindsay

O&Q RULING ON HOLD

According to a Canadian Press report, the Supreme Court of Canada has reserved judgement on the complex \$650 million lawsuit by minority shareholders of the dormant Ontario and Quebec Railway against Canadian Pacific Ltd., Montreal. The CPR leased the O&Q line, which ran from Montreal and Ottawa to the Detroit River, in 1884. Since then, the O&Q has been a dormant company presided over by a CP Rail director. But in the late 1960s, when CP turned over much O&Q property to Marathon Realty (CP's real estate arm), minority shareholders of the O&Q began raising questions about the way the property was being dealt with and disposed of. One of the O&Q's bylaws states that the company Board of Directors must approve by vote any sale of its property. In an effort to clear the titles to the land, CP Rail selected an independent Board of Directors for Ontario and Quebec Ry. and held a shareholders meeting in 1973 during which sales to Marathon were approved. The minority shareholders then brought lawsuits, claiming that the so-called independent board had paid too little attention to their interests and too much attention to those of CP Rail and Marathon.

--Mike Lindsay

METRORAIL TOUR



NFTA

The Editor and the Assistant Editor proceeded to Buffalo on March 30 to attend the Annual Dinner of the NRHS Buffalo Chapter, held that evening. However, earlier in the day they stumbled upon another event of rail interest.

After detraining from the MAPLE LEAF at Amtrak's Exchange Street Station and meeting Buffalo Chapter member AL Kerr there, the hungry Toronto pair sought out the upstairs dining room in Sibley's department store, only to find it now closed on Saturdays. As they emerged somewhat disgruntled from the front door of the store, they spied, directly across from them, standing beside the Metrorail's southbound track (mall section), the familiar figures of two employees of the TTC's Overhead Section, viz. UCRS member Harold McMann, and George Creer, Supervisor of Overhead. While they had cameras at the ready in order to record the non-revenue car operation on the surface section of the Metrorail line, the TTC men were doubtless studying, and being impressed by, the NFTA's elaborate and heavy overhead construction, suspended on those massive fluted centre poles.

Conversation over lunch at a nearby Arby's Restaurant revealed that Harold and George had already taken in one of a day-long series of "Employees' and Friends" 'tours being operated by NFTA that day, involving inspection of Metrorail facilities and a car ride. Your Editorial crew lost no time in proceeding to the old (restored) Buffalo post office building at Ellicott and South Division Streets (now a community college), which the other pair had identified as the starting point for the tours.

Inside, the Editors were issued with certain NFTA souvenir material and then became part of a tour party, each of which comprised about 25 persons. The first order of business was the viewing of a film on the Metrorail project in an auditorium of the community college; this was followed by a walk of two blocks north to the NFTA's new Operations Control Center building. The guide who took over for the tour through this new and "squeaky-clean" building explained that it was designed without a heating system--the heat produced by the control and data processing equipment, harnessed, is sufficient for the needs of the structure. It was also explained that the clean appearance of the interior of the building results from all services and ducting for the control equipment being placed between each floor and a drop ceiling beneath it.

After proceeding upstairs to the control room, we first noticed a neatly executed N gauge model of the South Park shop/carhouse facility with all tracks in place. The functions of the five consoles were explained, three of these being for communications purposes and two for train control. The guide informed the tour that in each Metrorail station are two passenger assistance buttons; a green one may be pressed to secure information on the transit system from the Operations Control Center; the red button is for emergency assistance calls, and should in itself constitute a deterrent to malfeasance in stations. Colour coded telephones are located at each OCC console--the red ones are strictly for Fire Department calls.

Duly impressed by the OCC building, the tourgoers then proceeded outside to board NFTA RTS-4 bus 6004 which took them, including your Editors, to the east end gate of the South Park complex, for a tour of that facility. Again, the newness and cleanliness of the property was striking. Various Tokyu Car Co. products were about the shop, including No. 102 on the car hoist, off its trucks, which are moved off from this point for repair or pressure cleaning by means of a small (one-truck) turntable and track laid at right angles to the other shop tracks. Also inspected closely was the wheel grinding facility, with some highly burnished wheel and axle sets on hand to show off its effectiveness. Each work station in the shops has generous elbow room around it.

The tour party boarded car 122 which proceeded at slow speed through the carhouse (the baggage-express level of the old Lackawanna R.R. passenger station) with its heavy original circular support columns. Even though in an inside location, the tracks are laid on ties on ballast in this part of the overall building. It was pointed out that the facility has a car storage capacity of about 60 at the present time, as the installation of certain tracks has been left for the future. With all tracks in, South Park will be able to accommodate about 90 cars, which should handle two or three more Metrorail extensions.

Upon emerging from the carhouse, proceeding through the throat scissors crossover, and curving to the right onto Main Street, 122 picked up speed appreciably. Immediately apparent was the smooth riding performance of the big unit on the welded rail and through crossover switches. The Editor, who was having his first ride on the line, noted a number of features about the car interiors:

- The variegated pattern of seat colours, involving yellow, mauve, brown and orange in no apparent **system** (even the seat portion and seat backs of individual seats have varying colours)
- the hard plastic "pads" of the seats (there are no padded inserts such as with Otaco seats).
- the seating pattern is such that four seats across do not occur at any location (transverse seats are opposite to longitudinal); in spite of double end operation, all seats are fixed (no walkover seats), some transverse seats facing in each direction.
- the absence of provision for car card advertising (a source of additional revenue apparently being lost).
- the wide vision inside window, heavily tinted but allowing passengers to observe the Operator and his control console.
- channelled floor coverings (like the TTC's CLRVs).

Car 122 passed No. 117, also operating on the line this day for the employee tours, and then plunged down the ramp into the subway section, the Operator sounding a lusty blast on the horn just prior to the descent. The run ended at the first underground station, Allen-Hospital, where the tourgoers got out to inspect the facilities, including the already installed token

machines and dollar bill changer on the street level just inside the front door. Noticeable was the absence of any kind of turnstiles or gates (Metrorail will operate on the Proof of Payment system), a general lack of colour (by comparison with TTC stations), and an absence of signage (the latter will presumably be installed before the May 18 opening). Also noticeable (to Torontonians) is the absence of newsstands in the stations--this was explained by NFTA personnel on hand as constituting a deterrent to loiterers (it has never been the Editor's impression that the Garfield newsstands in TTC subway stations are in themselves a source of loitering, although they are probably a source of litter).

The return trip deposited the passengers downtown on the mall section, with the drop steps for low level loading/unloading being demonstrated. One has to wonder just how these external steps (without any kind of handrails) will function with elderly and infirm passengers who cannot get through a crowded car to the end door. Notwithstanding this question mark, the Metrorail cars are impressive pieces of equipment, and the line itself is an impressive new rail transit facility.

MOTIVE POWER

and car equipment



Correction: CP Rail notes, P. 14, NEWSLETTER 425: 1588 (not 8588), ex-8529 left Ogden Dec. 28.

MOTIVE POWER NEWS by Bruce Chapman



Assignments:--1591, ex-8487, has gone to Brandon, Manitoba, while 1592, ex-8646 is at Moose Jaw.

--C&O 4827 went bad order and was returned to the Chessie System on Mar. 15.

--1276, after being outshopped from Weston, was sent to the Dominion Atlantic Ry., replacing 8131, which was transferred to Toronto.

--1806 went from St. Luc (Montreal) to the DAR at Kentville, N.S. for worktrain service.

--7099 is back in CP service at Sudbury after being leased to Falconbridge Nickel Mines in that city.

--1694 will be assigned to Thunder Bay when it emerges from Ogden.

Rebuildings, Renumberings:--QNS&L 216 arrived at Angus in late February to become CP 5412.

--7102 has been equipped with roller bearings in Winnipeg.

--8143 arrived in Weston Mar. 18 to become 1273 after rebuilding; 8660 entered Ogden Mar. 6 to become 1594; 8116 had a date at Weston to become 1272: 8795 turned up at Angus Mar. 6 for rebuilding as 1833; it was followed by 8776, destined to emerge as 1834; 8699 became 1595 at Ogden Mar. 26.

--8732 emerged from Angus as 1830 on Mar. 18; 8108 was rebuilt to 1276 at Weston on Mar. 14; and 8487 left Ogden as 1591 on Mar. 7; 8116 rebuilt to 1272 at Weston Mar. 26; 8646 became 1592 at Ogden Mar. 22; 8800 to 1831 at Angus Apr. 3; 8130 to 1275 at Weston Mar. 29; 8805 arrived at Angus Apr. 2 1596; 8831 rebuilt to 1694 at Ogden Apr. 12; 8805 to 1596 at Ogden; 1275 ex-8130 left Weston Mar. 29;

Approved for Retirement: 6500, 7041, 7116 on Mar. 4, 6614 Mar. 22.

--Robot 1008 (ex-CLC 'B' unit 4452) entered Ogden Apr. 8 for scrapping.

--As a footnote, CP has apparently decided to concentrate all scrapping at Weston Shops.

Leased Units: B&O 4807, 4809 went home Mar. 3; 4800, 4316, left Apr. 2; 4801, 4805, 4828 Apr. 4; 4804, 4815, 4818 Apr. 6; 3716, 3720, 3721, 3725, 3726, 3737 were stored unserviceable. 4803 left Mar. 29.

Leased from Conrail: GP38's 7747, 7760, 7781, 7804 on Apr. 4; 7750, 7767, 7793 on Apr. 3; 7770, 7798, 7819, 7822, 7823 on Apr. 2; 7772, 7806, on Apr. 8; 7788 on Apr. 9; 7762, 7815, 7790, 7799 as of Apr. 10; 7811 on Apr. 11.



Transfers: 4107, 4110, 4111, 4114, 4116, Sarcee to Prince Rupert; 4343, 4345, 4350, 9161, Pr. Rupert to Calder; 4300, 4301, 4302, 4304, The Pas to Symington; 4342, 4344, 4349, 4353, Symington to The Pas.

Retirements: 1230, 1237, 1238, 1255, 1257, 3723, 3837, 4119, 4221, 4233, 4234, 4237, 4328, 4492, 4504, 4512, 4514, 4584, 7177, 7916, 8029, 8165, 8179, 8186.

Rebuilds: 8706 ex-8514 outshopped Moncton Feb. 22, sent to Taschereau, followed by 8707, 8708, ex-8613, 8513.

7000 ex-4469 Feb. 18; 7001 ex-4478 Feb. 4; 7002 ex-4479 Feb. 18; 7003 ex-4480 Feb. 23; 7004 ex-4483 Mar. 1. All outshopped Pte. St. Charles. 7000-7003 to Pr. Rupert; 7004 to Pr. George.

MISCELLANEOUS CN: --The railway has bought four ex-BN F45's, 6609-12, for parts.

--Nfld. (Terra Transport): current motive power comprises 800-805; 900-911; 913-919; 921-946.

Passenger coaches 754, 764, 758, 760. Auxiliary cranes 3352, 3353, 3354, all 60-ton capacity.

--4210 and 1299 had a mishap in the Brockville, Ont. yard on Mar. 8, and both units were quite badly damaged.

MISCELLANEOUS MOTIVE POWER NEWS

During the week of Feb. 21 C&O put back into service at St. Thomas GP7's 5744, 5773 and 5781.

Still in storage were 5240, 5242, 5730-37. 5738 was out of service due to fire damage sustained in February, 1984.

--TH&B 401's fire occurred on Feb. 4, near Bayview Jct.
 --CP has reportedly had second thoughts about having 4-6-2 1201 on hand for the Centennial celebrations at Craigellachie, B.C. this coming November.
 --ONR has retired all MLW power: RS3's 1306, 1308, 1310, and RS10's 1400 and 1408. Efforts are being made to secure 1306 for the planned railway museum at John Street Roundhouse, Toronto.
 --BCR C420 631 has been outshopped in the new red-white-blue paint scheme.
 --Bristol Mines, Hilton, Quebec, has acquired a Plymouth locomotive, B/N 5854 June 1955, from Francon of Shawinigan, Quebec.
 --GMD says that their SD60's may not be available until late 1986, so CP may order more GP38's.
 --CN Spadina Shop, Toronto, is scheduled to close July 31, 1985.
 --VIA 6313, ex-6526, was outshopped by Moncton on Mar. 18 and assigned to Montreal.
 --CP moved Lamaille Valley R.R. 7961, a rebuilt GP8, from Precision National, Mt. Vernon, Ill. through Windsor on Mar. 22 en route to Vermont, and through Montreal on Mar. 29.
 --VIA 6771, 6758, 6789, 6860 and 6864 are out of service at Moncton.

CP Inventory Changes:

1. Additions:

Unit No.	Class	Type	Year Built	H.P.	Date
6069	DRF-30w	Road	1985	3000	Feb. 1/85

2. Deletions

6500	DS-6a	Yard	1951	660	Retired Weston Mar. 4/85
6565	DS-6h	"	1957	660	" " Feb. 13/85
6596	DS-6h	"	1957	660	" " Feb. 13/85
6605	DS-6j	"	1958	660	" " Feb. 22/85
6614	DS-6m	"	1959	660	" " Mar. 22/85
6615	DS-6j	"	1959	660	" " Feb. 13/85
7041	DS-10d	"	1946	1000	" " Mar. 4/85
7104	DS-10k	"	1949	1000	" " Feb. 22/85
7116	DS-10k	"	1953	1000	" " Mar. 4/85

Observations (Union Station West Approach at CN Tower, 1 p.m. - 1:30 p.m., Apr. 3/85):

--CN 7947, GS-9d hauling VIA baggage car 15205, box cars 560977, 545613, transfer van 76671.
 --CP 5517 SD40-2, QNS&L 215 SD40-2, 434013 van and 102 cars (empties: box, hopper, gondola, container and piggyback flat).
 --CP transfer run, two trains coupled in order: switcher 6509, three hoppers, one newsprint, van, 1243 (SW 1200RS), two gondolas, one box, one hopper, van 438589.
 (CP Galt Sub., Dundas St. West at Royal York Rd., Tuesday, Apr. 2, 10:30 p.m. to 11:30 p.m.):
 (1) West: two SW1200RS 8150, 8153 with 50 cars approx., international shipments, leaving Lambton Yard.
 (2) East: Two SD40-2, M636 (5523 lead unit), container train, 50 to 100 cars, high speed.
 (3) West: B&O 4800, B&O 4813, B&O 4815, Conrail 7822 (blue), empty auto racks, empty hoppers, also box cars, approx. 50 cars.
 (4) (at Scarlett Rd. and Dundas St. West) Westbound: SD40-2 5502, RSD-17 8921, length and lading unknown.
 --Terry Walsh

The CP Weston Shops are scrapping all first-generation Alco and MLW yard locomotives, which include the Alco S2, MLW S2-3-4-10-11 models and E1800A type slugs. B102-3 were retired and scrapped last year. The "stored" line at Weston as of April 1 included the following: S2's: 7019, 7030, 7035, 7037, 7039, 7040, 7042, 7050, 7054, 7055. S3's: 6501, 6517, 6518, 6536, 6549, 6565, 6566, 6596. S4's: 7101, 7106, 7116, 7117. S10: 6605. F7B: 4444.
 --Brian Schuff

Windsor Area Sightings: Mar. 26: C&O GP38 4829 on Walkerville Local; Mar. 31: VIA 78 with FPA4 6763, FPB4 6870, FPA4 6760; VIA rebuilt FP9 6311 led F9B 6618 and conventional equipment on Train 76 out of Windsor; Apr. 3: B&O GP38 4811 on Walkerville Local; on N&W 28: N&W C30-7 8014, Norfolk Southern (N&W) C30-7 8026; Apr. 7: VIA Trains 71 and 76 had GO Transit F40PH 511 heading bilevels 2026, 2112, 2063, 2042 and Control Cab 214; VIA Train 78 had FPA4 6787, F9B 6628; Apr. 8: VIA 72 with FPA4 6791, FPA4 6769; VIA 74 with LRC 6912 and LRC coach set; VIA 71 with FPA4 6787, F9B 6628; VIA 78 with FP9A 6536, F9B 6622; Apr. 14: VIA 78 with LRC 6917, F9B 6621; Apr. 17: VIA 71 with LRC 6917 and four Tempo cars; on N&W 28: N&W C30-7 8016, N&W C30-7 8060.

--Allan Rudover

--A parade of colour: At CP Rail's Toronto Yard on Apr. 26 could be seen the following: CP Rail action red (all models), black Conrail GP38's, blue Conrail GP38's, Chessie yellow GP40's, blue B&O GP40's, grey QNS&L SD40's, and a maroon and cream TH&B SW900.
 --Dave O'Rourke

Leaside Sightings, Apr. 18/85: E/B: --CP 5797, QNS&L 214, 109 cars: 10:50 a.m. W/B: --CP 5506, QNS&L 208, 77 cars, 11:30 a.m.; CP 5788, CP 1807, 92 cars, 11:04 a.m.; Transfer CP 5938, CP 6049, CP 5563, QNS&L 215, 57 cars, 1:18 p.m.; CP 4558, CR 7788 (black), CR 7799 (blue) caboose hop, 1:50 p.m. (observation period 10:06 a.m. to 2:10 p.m.)
 --Don McCartney

Toronto Area Sightings: Apr. 4: CP Rail 5623 heading west on Galt Sub. behind two M636's.
 Apr. 5: CN 9540 (GP402LW) switching Javex plant (Leaside). Plant reputedly switched regularly on Fridays.
 Apr. 6: MacMillan Yard: GP35's 206, 208, slugs 265, 268; heading freight east out of yard: 9439-5038 (very dirty)-9435-5032.
 Apr. 26: ONR 1604 (chop nose Geep) and 1521 at CN Spadina.
 Apr. 29: CN 9502-9535 (GP40-2LW) heading train at Danforth Yard, containing Government Official Car 15102.
 Apr. 30: units at CP Rail Lambton Yard (not necessarily all): 1246, 1578, 1860, 7011, 7020, 7023, 8152, 8623, 8660 (1578 normally assigned to work Etobicoke container terminal).
 --Ben Mills



ASSIGNMENT OF VIA-OWNED, CN-MAINTAINED DIESEL UNITS

DIESEL UNITS:

TASCHEREAU YARD:

6311	1		
6501-6502	2		
6504-6506	3		
6525-6527	3		
6530-6531	2		
6536	1		
6540-6542	3	15	
6618-6624	7		
6626-6628	3		
6630-6637	8	18	
6758	1		
6760-6765	6		
6767	1		
6769-6770	2		
6772-6775	4		
6777-6791	15		
6793	1	30	
6860-6865	6		
6867	1		
6869-6871	3	10	73

SYMINGTON:

6300-6310	11		
6312	1		
6507,6550	2		
6553,6557	2		
6566,6569	2	18	
6602-6607	6		
6610-6617	8		
6651-6653	3	17	35

CALDER:

6510-6514	5		
6518-6519	2	7	7

*TOTAL: 115

STORED UNSERVICEABLE:

6516	6629	6776	6868
6535	6759	6858	
6537	6768	6859	
6625	6771	6866	13

*All Ex.CN except:

Ex.CP: 6550,6553,6557,	
6566,6569,6651-6653	8

L.R.C. UNITS:

SPADINA:	
6900-6906	7 7

CAN. CAR:

6907-6930	24 24 31
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ELECTRIC GENERATOR UNITS:

SPADINA:	
15300-15302	3 3

STEAM GENERATOR UNITS (ALL EX. CNR):

HALIFAX:

15413	1		
15415-15416	2		
15420-15422	3	6	

SENNETERRE:

15428-15430	3	15427	SSV	1	
15432	1	4	15433	SSV	1 2

PT. ST. CHARLES:

15417-15419	3	15462-15465	SSV	4	
15423-15424	2	15468	SSV	1	
15458-15461	4				
15466-15467	2				
15469,15485	2	14		5	19

SPADINA:

15405,15410	2	15453,15475	SSV	2	
15454-15456	3	5	15476,15478	SSV	2
			15481,15486	SSV	2 6

SYMINGTON:

15471-15474	4	15434,15437	SSV	2	
15477,15480	2	15470,15483	SSV	2	
15482,15484	2	15487,15494	SSV	2	
15488-15493	6	14		6	20

THE PAS:

15400,15439	2				
15440,15443	2				
15452,15457	2	6		0	6

SASKATOON:

15451	1	1	15450	SSV	1 1
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CALDER:

15404,15406	2	15407	SSV	1	
15409,15435	2	15411	SSV	1	
15442,15444	2	15438	SSV	1	
15445,15448	2	8		3	11

TOTAL: 58

23 81

NOTE: 1. SGU's equipped for tail-end operation: 15458, 15460,15475,15476,15480-15494 (19).

2. SGU's 15400-15478** hold 500 gals. fuel, 3000 gals.water; 15480-15494 hold 600 gals. fuel, 4000 gals. water. **15464-15469 have 800 gal. fuel.

3. CN Rail SGU's 15501-15507 are former: NFLD 2956 VIA 15425,15401,15402,15403,15426,15431 - purchased 1984.

VARIOUS FEATURES FOUND ON YARD DIESEL UNITS

S-Air signal line	H-Hump control	SL-Slug (booster)
PF-Pilot & footboard	T-Trail unit	C-Class lights (permanent)
WH-Watchman heater	L-Lead unit	FRA-International service
MU-Multiple unit	SSC-Snow plow elect. conn.	

106,108,110	MU-H-L	7151-7156	7920	
112,114	MU-H-L	7157	7921	S
		7158	7922	
111,113,115	MU-H-T	7159-7162	7923	SSC
117,119	MU-H-T	7163	7924	
		7164-7165	7933	S
200-222(even)	MU-H-L	7166-7168	7934-7942	
224,226	MU-H-L	7169-7170	7943	SP
		7171	7944-7949	
201-215(odd)	MU-H-T	7172	7950-7952	PF
221	MU-H-T	7173	8029	S-PF-C
		7174	8037	S
300-304	MU-H-T	7175	8049-8050	PF-S
306,308,309	MU-H-L	7176-7177	8053	PF-S-C
		7178-7179	8055	MU-PF-S-C
400,402-404	MU-H-L	7180-7181	8056-8057	S
405	MU-H-T	7182-7183	8060-8062	S
425-426	MU-H-L	7606,7608	8065	MU-PF-S-C
		7701	8066	MU-S
160-168	SL	7702	8069	MU-PF-S-C
260-282	SL	7703-7704	8071,8073	S
351-356	SL	7705	8077-8078	MU-PF-S-C
451-462	SL	7706	8079	MU-S-C
		7707	8163-8167	
8500-8522		7708	8170	PF
		7709	8171	
8612-8613	MU-H-T	7720-7722	8179	PF
		7723	8182	
8700-8705	MU-	7724	8186	S
		7725	8189	PF
		7726-7729	8191	
		7730	8192	MU-H-S
		7731	8194-8195	MU-H-PF-C
		7732-7734	8214,8229	PF
		7901-7902	8232,8239	PF
		7903	8240	PF-SSC
		7904	8242	PF-SSC
		7906-7911	8243	
		7913-7916	8244	PF-WH
		7917-7918	8245.	

850128

850202

--CN 3800 HP SD60's 9900-9903 (originally to have been Model SD50AF), on order from DDGM, will be equipped with an on-board diagnostic system which will enable maintenance personnel to identify faults and review a stored record of mechanical and electrical performance. The system has a four-line display panel placed on the rear wall of the cab which allows a maintenance man to call up several different "menus" to check on performance. A record is kept of malfunctions along with the date and time of the occurrence, and influencing factors such as throttle setting and speed. The system can be interrogated when the locomotive is standing or while it is in service. CN Assistant Chief of Motive Power William Draper anticipates that SD60's will replace 3000 HP SD40's as the railway's Western Canada workhorses when quantity production of the new units begins in 1987. The \$1.6 million (apiece) units will have a wheel slip control system which will compare wheel revolutions with speed over the right-of-way and will control power supply to motored axles such that maximum adhesive effort can be achieved. The SD60's will deliver a drawbar pull equal to 24% of their weight. Wheel diameter will be 106.68 cm, having been increased from the 101.6 cm of the SD40's, and the units will have roller bearings to support the axle hung traction motors.

The SD50F's on order for CN (increased to 40 units from the originally ordered 25 units) will have the same wheel slip controls as the SD60's, but not the diagnostic equipment. They will have the same engine displacement as the SD40 model, but will achieve their higher horsepower by turning at 950 RPM and being equipped with larger injectors.

--Adapted from Transportation Business Magazine

HAMILTON AREA NOTES by Mike Lindsay and Doug Page

--Conrail power on the BU-CP from Mar. 22, 1985 to Apr. 19, 1985: 8073-7983-7830, GP38-2, GP38-2, GP38; 8073-7983, both GP38-2; 1955-1980, both B23-7; 1980-1955-7983, B23-7, B23-7, GP38-2; 2720-1936-8136, U23B, B23-7, GP38-2.

--The Empress of Agincourt, 8921, made it to Hamilton 17 times in the Mar.22-Apr. 19 period.

--It has been reumoured that, once the eastern part of the Canada Southern is officially taken over by CP Rail, the BU-CP and CP-BU will run exclusively with a dedicated number of CP units for its entire journey. Get those night shots of Conrail power at Hamilton's Kinnear Yard now!

--Stelco has indicated that it is planning to eliminate the two and three man crews on its Hamilton railroad operation and replace them with a one man remote control type operation. The engineer would operate the locomotive from the ground (in switching operations) using a radio control "black box". Presently Dofasco utilizes this method in some of its rail operations.

--The VIA-Amtrak MAPLE LEAF operated with an LRC unit and Amfleet cars on Monday, Apr. 15 from Toronto. Although this consist has been seen before on the INTERNATIONAL, this may be a first for the New York train. On the 16th, two F40's were the power on a three car MAPLE LEAF.

SHORT HAULS by Bruce Chapman and Mike Lindsay/ Doug Page

--Four ex-CN 5100 series coaches, two in VIA colours, two in CN, were observed in Montreal on Mar. 29, probably destined for scrap at St. Martin Jct.

--Work is proceeding on the construction of an embankment to replace the bridge over the former CP mainline at Bells Corners, near Ottawa, MP 12.44 on CN's Beachburg Sub.

--West Coast Railway Association's ex-CP mountain observation car MOUNT GARIBALDI, for many years a fixture on the Royal Hudson excursions between North Vancouver and Squamish, experienced a draftgear failure while being moved into winter storage; consequently, BCR has cancelled the lease.

--The Central British Columbia Railroad Preservation and Museum Society at Cranbrook has acquired former CP sleeper GENELLE, a 12 section-1 drawing room car built by Angus Shops in 1913, converted to Tourist Car 6317 in 1936, and to worktrain cook-diner-sleeper 411211 in 1957. Restoration is expected to take several years.

--CN has been given approval to abandon its Oxford Sub. in Nova Scotia from Pugwash Jct. MP 16.49 to Scott Spur, MP 71.43, as of June 30, 1985. In 1980, the line experienced a loss of \$115,434; in 1978 it was only \$27,306. The line was built in 1882 and planned as a bridge route between the Intercolonial's line at Oxford, and the Halifax and Cape Breton Ry.'s line at New Glasgow, and was given the name of the Great American and European Short Line Ry. However, only 10 miles were completed when money ran out. In 1886 the Canadian Government Ry. was authorized to build from Stellarton to Pictou Town, and the following year the CGR was allowed to complete work on GA&ESL from their end of track at MP 10 to Brown Point MP 67.5 where a connection was made with the Stellarton-Pictou line. CN took over in 1923.

--The CTC has authorized VIA and CN to discontinue mixed trains M277 and M278 between Thunder Bay North and Sioux Lookout, Ont., as of Nov. 30, 1985. In 1982 the trains lost \$346,470. Prior to the summer of 1982 it was a "true" mixed train, but then CN decided to cease freight operations, running the train with the passenger car and one express boxcar for any LCL freight originating or terminating en route.

--VIA will hire up to 225 people for the various train services being restored June 1.

--The City of Victoria has saved E&N auxiliary steam crane 414325, built 1913, boom car 402109, 1903 vintage, and tender 415815 of 1906, and is preparing a home for them.

--VIA's request to cut the Calgary-Edmonton RDC service has been denied. The Alberta Government will spend \$1 million to upgrade safety on the crash-plagued line, primarily by clearing sight lines at crossings, adding stop signs, and eliminating 12 crossings.

--CP has agreed to a 40 MPH speed limit on the Havelock line for the revived Dayliner service, so Train 187 will leave Havelock 0505, arr. Toronto 0830; 191 (Sat.) lvs. Havelock 0615, arr. Toronto 0940; 189 (Sun.) lv. Havelock 1645, arr. Toronto 2010. Eastbound 188, lv. Toronto 1730, arr. Havelock 2055, 190 (Sun.) lv. Toronto 2130 arr. Havelock 0055.

--CP wooden caboose 437038 was retired at Selkirk, Manitoba on Feb. 27.

(to this point, BC; following, ML/DP)

--CN Rail has decided not to move the London Car Repair Shops to Windsor after all. This may be due to the fact that previously available monies may have to be allocated to the maintenance of the Canada Southern line for the next 20 years.

--The TH&B dispatch office is now responsible for orders on CP Rail's former GRR-LE&N electric lines.

--The Starlite appears to be running on a fairly regular basis again, although on a much later schedule. The train is ordered at Agincourt at 1600 hours resulting in a Hamilton arrival circa 1930-2000 hours.

Communication from

PO Box 6418, Station A
Toronto, Ontario M5W 1X3

TRANSPORT 2000 ONTARIO

Mr. Stuart I. Westland,
Editor, NEWSLETTER
Upper Canada Railway Society

Recently, the Minister of Transport, Don Mazankowski, announced the restoration of six VIA Rail passenger train services across Canada, and the intention to re-equip the transcontinental trains with bi-level Superliner cars and new diesel engines. The aim of these actions, recommended by the Rail Passenger Action Force, is to guarantee a national rail passenger train network, and, in part, to reduce VIA Rail's high costs through modernization. These steps are intended to ensure that passenger rail services in the future will not dwindle to the Windsor-Quebec City corridor.

In the United States, AMTRAK is fighting for its life against a huge budget cut by Reagan Republicans. The National Association of Railroad Passengers has launched an extensive letter writing campaign to show the Congress that there is support for an efficient national passenger railway network in the U.S.

I am writing to members of the Upper Canada Railway Society to alert them to the need to have a similar letter campaign to support the modernization of VIA Rail. No funds have yet been set aside by the Federal Government to purchase bi-level cars for VIA. Yet it is crystal clear that, if a transcontinental service is to survive in Canada, this kind of modernization is absolutely essential now. Superliners will raise productivity substantially, and reduce maintenance costs, while attracting back tourists by the thousands to the transcontinental trains.

It is necessary for the public to express its approval of the efforts of the Transport Minister and the Action Force to rebuild VIA. Please write to the Right Hon. Brian Mulroney, Prime Minister, and the Hon. Don Mazankowski, Minister of Transport, NOW, to (1) express your support for the restoration of train services so as to guarantee a national passenger railway system, and (2) to indicate your support for the purchase of bi-level Superliners and modern diesel motive power. You need no stamps for your letters. Simply address your letters care of the House of Parliament.

Your letter is needed NOW to ensure that in the coming months the Government of Canada moves ahead with the modernization of VIA Rail.

Sincerely,

Tony Turrittin, President, Transport 2000 Ontario

--On Wednesday, April 24, 1985, at 2300, VIA Rail held a ceremony at Toronto Union Station to commemorate the 30th anniversary of the debut of THE CANADIAN. The Montreal-Vancouver stainless steel train was launched by the CPR with the 1955 summer timetable. The original order with Budd was for 173 cars which could make up 17 complete train sets, although they were supplemented by heavyweight Tourist sleepers repainted to match the stainless steel equipment. The train was one of the last of the postwar streamliners to enter service, and quickly became one of the world's most famous and photographed trains. The equipment cost \$43 million, and was based on that used on the CALIFORNIA ZEPHYR and DENVER ZEPHYR.

TH&B ABANDONMENT APPLICATION--Under date of March 11, 1985 the Toronto, Hamilton and Buffalo Ry. has made application to the Railway Transport Committee of the Canadian Transport Commission for authority to abandon operation of the Hamilton and Dundas branch from Mile 2.66 to Mile 3.94 (end of line in the Town of Dundas). This branch once formed the westerly portion of the Hamilton and Dundas Street Railway Co. (incorporated 1875-76 and originally a steam dummy operation prior to electrification in 1898). An agreement between the TH&B and the H&D St. Ry. dated June 17, 1897 gave the former entry for freight purposes to the Town of Dundas, five miles west of Hamilton, where several important industries were located. The H&D ceased operations on Sept. 5, 1923, whereupon the TH&B acquired by purchase that portion over which it had operated for some years. In 1930 the line was extended to the plant of the Canada Crushed Stone Corporation, adjoining the CNR main line, that railway having previously served the stone corporation exclusively.

The present condition of the Dundas line is poor, according to the railway's submission, and there is a permanent timetable speed restriction of 10 MPH. There has been no requirement for service over the line during the past two years.

--based on copy of abandonment application forwarded by Peter F. Oehm

THE CENTRAL WESTERN RY. CORP.

based on information from M.F. Jones

What may be the first in a new generation of Canadian short lines was formed by way of legislation passed during the autumn 1984 sittings of the Alberta Legislature. Its initial objective is to operate the 108-mile Stettler Subdivision of CN, comprising most of the line between Drumheller and Camrose, Alta. (which ~~portion~~ actually extends from a point near Edberg, 56 miles north-east of Red Deer, and Morrin, 73 miles north-east of Calgary). If successful, CWRC would later seek to take over other branch lines in Alberta and parts of Saskatchewan. A Board of Directors for CWRC was named last December, consisting of Thomas Payne, a CP Rail locomotive engineer and businessman, Dr. Hugh Horner, Chairman of Alberta Terminals; Eric Wicherts, a Calgary geophysicist; Graham Harle, Stettler MLA and former provincial Solicitor-General; J.H. Spicer, a Kelowna, B.C. businessman and retired Executive Vice-President of CN, Montreal; and Ralph Garrett, a Calgary Transit LRT engineer.

The Federal Government had independently decided to protect the Stettler Sub. until 2000 by adding it to the "Basic Rail Network". The line, built by the Canadian Northern Ry. in 1910, had been approved by the CTC for abandonment after Dec. 31, 1983, following CN abandonment applications filed in 1963 and 1981. The railway had claimed that it would cost \$38 million to rehabilitate the subdivision, although a private consultant to opponents of abandonment said that it could be done for \$22 million. Crowfoot MP Arnold Malone, a leader in the movement to save the line, said that he thought that renovation could be performed for as little as \$18 million. The Stettler Sub. is laid with 60 lb. rail, and hoppers are limited to 75% capacity loads. The line is nevertheless said to be in reasonable shape for rehabilitation as VIA Rail operated an RDC service over it until 1981.

Four appeals filed in the fall of 1983 secured a 12-month stay of the abandonment order, granted largely because of recently increased traffic resulting from abandonment of another CN branch line in the area (Byemoor-Endiang-Hanna) and also from traffic diversion from CP Rail as the result of a fire at Bawlf, Alta., which destroyed three elevators. Then came the protective action on the part of Transport Minister Don Mazankowski.

Grain farmers served by the Stettler Sub. claim that abandonment would have forced them to incur some \$2 million in additional costs. About 75% of the grain growers had formed a committee to fight for preservation of the line, and say that the action to include it in the Basic Rail Network will ensure new investment in scales and elevators along it. A sub-committee of the Senior Grain Transportation Committee (composed of railway and grain officials) had indicated that \$2 million would be saved annually by the Federal Government and grain producers if abandonment was permitted and said that the latter would face only an additional \$400,000 in charges for road maintenance, while additional costs for trucking to more remote rail traffic points would be subsidized.

Transport Minister Mazankowski has appointed James McDonough, Senior Commissioner of the Canadian Transport Commission, Western Division, to undertake a six-month inquiry into ways and means of keeping open Prairie branch lines threatened with abandonment efforts on the part of CN and CP. Stettler Subdivision supporters in the meantime are hoping that Central Western will get approval to take over in 1985, demonstrating to the Minister of Transport that its operation of a private short line can be a viable proposition. They point out that the Subdivision can be the most efficient route for delivery to Prince Rupert of high protein wheat from South-western Saskatchewan and South-eastern Alberta, that would be required for mixing with the often weather-damaged lower protein wheat from Northern Alberta.

--Another prairie branch line, CN's 24-mile stem from Eyre Jct., Sask. to Acadia Valley, Alta., had been subject to a Dec. 31, 1984 abandonment order, but this has been cancelled in order to permit farmers to appeal to the Federal Cabinet. CN has been endeavouring to divest itself of this line for about 20 years, but a long string of temporary government orders has delayed abandonment. More than 100 farmers bring grain to elevators at Acadia Valley, relying on the line to get their product to market. The grain growers have been busy over the past winter gathering more information to defend the line, and have taken heart from the Stettler Sub. developments. Grain shipments out of Acadia Valley have grown from about one million bushels in 1978-79 to more than 1.6 million bushels in the most recent crop year. As with Stettler, the farmers were said to be considering hiring a consultant to study the cost of upgrading the line.

--M.F. Jones

CP WESTERN WORK--CP Rail says it plans to spend \$43 million on capital works projects in Alberta, including more than \$3 million for improvements to Ogden Shops in Calgary. One part of the Ogden Shops improvements is the first year of a two-year project to modernize a diesel wheel production facility. Highlights of the railway's 1985 capital program include almost \$14 million for 75 miles of new and refurbished rail, \$3 million for more than 300,000 track ties and \$8 million for 160 miles of ballast. CP will also spend \$2 million for rebuilding and replacing bridges at Calgary, Airdrie, Tuttle and Cowley. About \$1.5 million will go for the installation of point-to-point radio systems on 170 miles of track between Calgary and the Saskatchewan border near Walsh, Alta. More than \$1 million will be spent on constructing a steel transfer facility at Calgary, and finishing a similar facility at Edmonton, started last year. Approximately \$6.5 million will be spent in Alberta to improve the operating capabilities of grain dependent branch lines, through the Federal Government's Branch Line Rehabilitation Program. The railway also anticipates spending almost \$131 million in Alberta this year on regular maintenance and repair work on its track and facilities.

--M.F. Jones

MORE M.F.J. NOTES--Calgary City Council has given Calgary City Ballet until Oct. 2 next to raise \$1.2 million for transforming the former CN Calgary station into a ballet school--the Alberta Government has released a 200-page report on Western rail passenger service which, as something of an anticlimax, recommends principally that bilevel equipment be used. It also says that service and management changes should be made, and that VIA is operating the present services "primarily as a social obligation and only secondly as a business, with service standards at only the minimum necessary for public acceptance". The report raised the matter of privatization of VIA's Western services; to this Alberta Tourism Minister Al Adair responded by telling the press that the Alberta Government would consider using Alberta Heritage Savings Trust Fund money to help VIA improve service to the level which the report suggests would be necessary for viable passenger service...Another Dayliner accident on the Calgary-Edmonton line occurred on March 26 when the driver of an automobile was killed at an unprotected crossing about 12 miles north of Red Deer; the RDC suffered about \$7000 in damage but no one aboard was injured.

ALBERTA GOVERNMENT SIGNS LRT PACKAGE--Alberta could become the North American manufacturing centre for new LRT technology under an agreement between the province and the German-based Siemens Electric, International Trade Minister Horst Schmid announced on April 1. The Alberta Government will put \$2.5 million into adapting and testing a new LRT propulsion system using alternating current. In return, Siemens has agreed to give its Edmonton subsidiary the North American and "partial world" marketing and manufacturing rights for the new propulsion system, a move that means that Alberta will be the sole manufacturer and marketer of the new system. With a large potential market of 42 mass transit systems in North America, Schmid said he expects that eventually a manufacturing plant will be constructed in Edmonton. The government's \$2.5 million contribution will be used to build two test cars with the new propulsion system, which is considered 30% more efficient than the direct current systems used across most of North America. The two cars, which will be the property of the government and sold after a two-year trial period to recover the money, will be tested in Calgary and Edmonton.

Siemens will contribute a minimum of \$500,000 to the research and development of the power package, according to the agreement. The government decided to enter into the agreement when Siemens said it might have to close its assembly and manufacturing plant in Edmonton because work was winding down. The plant produced electrical components for the Calgary and Edmonton LRT systems and a few other cities. The agreement saves the 35 jobs at the plant and paves the way for a future manufacturing plant.

by M.F. Jones

--Information from Calgary Herald article, forwarded



**Toronto Transit
Commission**

Notes

- The Metropolitan Toronto Planning Dept. has reported to the Metropolitan Council recommending that the proposed Harbourfront LRT line be placed in a tunnel structure on Bay St. southerly to a point just north of Queen's Quay West. This would add a further \$6 million to the cost of the line. At the same time, the estimated peak hour passenger volume for the line has been cut in half, from 6000 to 3000. Both TTC Chief General Manager Alf Savage and Richard Gordon, Metropolitan Planning Dept. Transportation Director, continue however to defend the choice of LRT service, rather than continued (Spadina route) bus operation from a variety of standpoints, including the possible through routing with a Spadina streetcar line. The proposal is now to buy only five cars for the Harbourfront line, because of the reduced passenger estimate, and to defer such purchase until 1993, using cars from the present fleet in the meantime. The proposal for the line has still to be voted on by Metro Council, and substantial opposition is expected from suburban members on the alleged basis of its high cost but more probably because the facility will do nothing for their municipalities.
- 1985 operation of Peter Witt cars on the "Toronto by Trolley Car" daily charter operation, or for any other purpose, looked very dubious until recently. TTC officials had recommended to the Commission that all Witt operation be terminated, that leased cars 2424 and 2894 be sent back to their owners, and that 2766 be returned to dead storage. After several deferrals of consideration of the matter, the Commission decided to return car 2894 to owner Ontario Rail Association (although the car will presumably go to OERHA's Halton County Radial Ry.); it will not be operated this year, but will, according to current plans, be moved to Rockwood towards the end of the year. Small Witt 2766 will also not be operated, at least regularly, but will be kept on standby to pinch hit for the subject of the happy portion of the decision, i.e., Large Witt 2424, which will be continued in operation through this year and will be refurbished for operation through 1988. The availability of 2766 for separate charter is not known at this writing. The Toronto by Trolley Car tours began this year using blue (Sesqui-centennial livery) PCC's 4536 and 4545 but as of recent weeks 2424 has taken over, a gladsome sight again on downtown Toronto streets.
- Toronto has nine trolley coach routes instead of eight as from Apr. 21, although this did not result from the construction of any new overhead or the ordering of any new coaches. The situation occurs from the splitting of the U-shaped 61-Nortown route into two separate routes operating east and west from Eglinton Station, known as 103-Nortown East and 61-Nortown West respectively. The announcement of the change in the TTC's "Rider News" take-one provided passengers with no explanation of why it was made, but the actual reason is to tailor service more closely to the demand on the two legs of the former route, with the Mt. Pleasant (Nortown East) leg always having been more lightly patronized than the Avenue Road leg.
- Fewer vehicle miles will be operated on the TTC's streetcar system in 1985 than were operated in 1984, because of a revised approach to serving major sports events (baseball and

football) at Exhibition Stadium. The traditional way of handling the crowds had been to add extra cars on the 511-Bathurst carline and extra buses on the 29-Dufferin route. Also, in recent years, games of anticipated heavy attendance triggered a "Special Transit Plan" operation, wherein express buses supplemented the "beefed-up" regular routes, the former operating from Bathurst and Keele Stations to the Stadium. This year, what are now dubbed "Stadium Express" buses, operating as part of the regular fare system, will operate from subway connections at Keele, Bathurst and Union Stations from about two hours prior to game time for all Blue Jay and Argo home games and will operate for about one hour after the completion of games to return fans to the three subway stations. These three express bus routes will represent all of the extra service operated on account of the sports events, and no extra cars will normally be added to Route 511 nor extra buses to Route 29. Also, streetcar Route 521 (King-Exhibition), which operated from downtown (Yonge and University Subway connections) to Exhibition Loop on certain days, will not be operated for games at all this year, although it will presumably operate as usual during the 20-day period of the Canadian National Exhibition. The Commission report on the Stadium Express service does recognize that, on days of heaviest attendance, extra vehicles may have to be added on the Bathurst and Dufferin routes.

- One detail not mentioned in last month's article on the Scarborough RT line is that Kennedy, Lawrence East and Scarborough Centre are automatic transfer stations, while the other stations on the line require the use of paper transfers.

- TTC CLRV 4000 was observed in service on the DUNDAS route on Apr. 29 in its regular livery after being repainted from the Provincial Bicentennial colours it wore last year. A noticeable difference from the other CLRVs is the painting of the roof vents red, instead of white.

POP ON GO TRANSIT --The previously intended Jan. 1, 1985 inauguration of the Proof of Payment system on GO Transit's Streetsville-Milton line (see NEWSLETTER 417, July 1984) did not occur upon that date, but was postponed until May 6. The system will be evaluated for six months and if successful will be expanded to the rest of the GO train system. A press release invited media reps to a briefing at GO's Cooksville Station at 0900 on April 29, where the workings of the POP system were explained.

In response to the aforementioned NEWSLETTER item, the following interesting observations were received from our correspondent M.F. Jones of Calgary:

Regarding P.O.P. (Reference: Editorial, NEWSLETTER 417, Page 4); Here in Calgary we have had P.O.P. (Proof of Payment), as they have had in Edmonton, on the LRT for quite some time. While the system sometimes catches the unwary and can lead to a heavy fine, I have only seen one instance of a person acting "smart" with transit P.O.P. Inspectors and being hauled away. Usually, the tourist will be let off with a warning. The system has its safeguards, in that Inspectors always board cars in pairs, to protect themselves legally, should a complaint be lodged against one member of the team. As a rule, they board an LRT train at random after consultation with one another.

Once inside, passengers must show a validated ticket, a transfer or a "zip card". Payments "on the spot" are not accepted. Afterwards, one member of the team fills out a report as to which car was checked, how many passengers, etc. It is all done very fairly and discreetly, and passengers seem to really welcome being checked, as they get a chance to show that, yes, they have lived by the rule and are honest. In the times when I have been checked, I have seen no ill feelings whatsoever from anyone. I think we all feel that the Inspectors have a job to do and "Big Brother" does not enter into the picture. At least, that's how it is out here...

Checks are instituted mainly during rush hours; an average person riding the LRT a great deal may be checked about twice to three times a year. Once a car is checked (and the Inspectors check only one car), they get off at the next stop and spot check another car and so on. Never will you be checked on the platform, I'm not saying it can't happen, but the Inspectors have a sense of propriety. I suppose you could get the odd zealous individuals, doing more than duty calls for. So far, the Inspectors picked have been fairly level headed. Usually, you don't think of them, when riding the LRT, because you don't see them most of the time. Still, there is that chance that you might be caught in the mouse and cheese game. The portion of the journey between City Hall (site of the junction to the North-East LRT) and 8th St. SW (site of the junction of the future NWLRT) is free both ways.

The Prez Sez

A MESSAGE FROM YOUR NEW PRESIDENT

It is a great honour to be chosen as President of the Upper Canada Railway Society. I have belonged to the Society since 1960 and during that time have held a number of posts--Distribution Chairman, Entertainment Committee member, Assistant Editor, and Vice-President, as well as assisting with various other activities over the years.

To paraphrase Charles Dickens, this is neither the best of times nor the worst of times for the UCRS. During the 1960's and early '70's the club was enjoying a run in "eighth notch", when we were publishing a photo-filled NEWSLETTER, periodic Bulletins and data sheets, and operating a wide variety of steam, diesel and electric excursions, as well as private car trips.

Times change, though, and we must adapt to them, and not bask in past glories. For a variety of reasons some of the activities of previous years are no longer possible--rail lines formerly

travelled have been abandoned, costs have risen astronomically, steam locomotives and, apparently, RDC's are no longer available. It has proven quite difficult to arrange excursions over freight-only lines--always a built-in attraction--due to the policies of the railways, although we have not ceased trying. Due to the presence of another agency on the scene--VIA--simply negotiating a trip has become very complicated. More on the excursion situation later.

On the brighter side, the Society can take great pride in its NEWSLETTER, which is without question the finest publication of its type in Canada. Now in its sixth year of publication since being revived in its current format, the NEWSLETTER has won wide praise for its literacy, quality of photographs, editorial balance, neat, clean graphics, and, most important, its timeliness. The NEWSLETTER, the Society's most vital activity, is the product of the dedication of the Editor, Stu Westland, and his faithful corps of contributors. All members owe them a vote of thanks. It is a tribute to the quality of the publication that a Toronto-based club has 650 members, as far removed as San Diego, Seattle, Vancouver, Halifax, Florida, Boston, and many points in between. Obviously, the NEWSLETTER is the chain that holds the Society together, and we must never forget its importance.

Some members may regret the demise in 1979 of our previous publication, "Rail and Transit". However, a glossy paper magazine with numerous photographs was simply beyond the capacity of a volunteer Society to produce, in terms of costs and manpower. As most of you will recall, R&T was woefully behind schedule and often lacking in current news--factors which cost us many members. The wisdom of the Directors to publish the Newsletter in its present format is borne out by the fact that a similar publication, Branchline, published by the BYTOWN RAILWAY SOCIETY, is also notable for its timeliness. Keeping it simple in terms of production means keeping it on time. And that, after all, is the function of a newsletter--to bring members news when it is news.

With regard to our railway passenger car CAPE RACE, the status quo prevails concerning it, i.e. we have decided to retain ownership for the time being. The car remains at its location near Toronto Union Station, under the capable care of member Mal Marchbank. Unfortunately, in its present location, while relatively secure from vandalism, it is not readily accessible for small meetings or "open house" activities. And the costs of operating it on a train have skyrocketed, along with an apparent reluctance by the railways to accept it. Sooner or later, though, the planned redevelopment of John St. Yards will force us to make a decision concerning Car 13--whether to keep it; turn it over to a museum; or sell it to someone else who will properly care for it. In any event, members will be kept posted.

On the local front, Toronto area members continue to be offered a variety of meetings, despite the precedent-setting April meeting, when the guest speaker inexplicably failed to arrive. The more informal meetings at the Hamilton Chapter are also a great source of pleasure for those attending. If anyone has a program that he would like to present, or a suggestion for one, please contact myself at 759-1803 or George Meek at 532-5617. And, we will again be holding our Annual Banquet this fall.

Apart from the NEWSLETTER, during 1985 the Society expects to issue its most ambitious publication, a comprehensive history of the Toronto Civic Railways by veteran member Bill Hood. Dave Stalford is also working on a calendar for 1986.

In a similar vein, if any of you would like to try your hand at writing a Bulletin, ranging in size from a one-page data sheet and upward, we'd like to hear from you. We'll be happy to provide "leads" as to format and subject matter; a good starting point could be the updating of some of the Society's Bulletins from the 1940's and 1950's, many of which are now out of print. These could be reissued, possibly in expanded form with additional photos and more text, incorporating subsequently unearthed material.

In the final analysis, it is by our publications that the UCRS will be judged--not by meetings or excursions--and it is through them that we have made a lasting contribution to Canada's railway history. They deserve top priority in our plans.

Returning to the fantrip scene, we are hoping to run a street car excursion shortly, using one of the TTC PCC's that was painted in the special blue Bicentennial scheme. Also, Excursion Director Pat Scrimgeour is working on inspection trips to local points of rail interest, such as yards, as well as some one-day bus trips that would visit attractions such as the Port Stanley Terminal Ry. As mentioned earlier, we are again exploring the possibility of a full scale railway excursion, operating over the CN to Midland, Ont. and using GO Transit bilevel equipment. However, your Directors are under an obligation to not approve this venture unless it is found to be financially feasible. In this regard they will be guided by the recommendation of our capable Treasurer, John Hesse. A mainline excursion these days involves a large outlay; and it has to be determined whether enough people are willing to pay the substantial ticket price that is likely to have to be charged. Our Gravenhurst trip of two years ago failed to attract enough people to cover costs; an earlier planned mid-winter trip to Kingston had to be cancelled due to insufficient response.

While the Society has a healthy bank balance, your Directors have the responsibility to allocate the club's funds prudently, so that we are never caught short at some future date.

In closing, I would ask each member to try and bring in at least one new member this year; show your NEWSLETTER to a friend, then give him a membership folder. Folders and sample Newsletters may be obtained from Membership Secretary Al Maitland, phone (416) 921-4023, or write him at the Society's address.

Happy railfanning!

Sincerely,

John D. Thompson



UCRS and other events and activities

by Ed Campbell

The UCRS Directors, following the recent Annual Meeting election, are as follows: President: John D. Thompson; Vice-President: George Meek; Treasurer: John Hesse; Recording Secretary/Publicity Director: John Fleck; Corresponding Secretary: Sandy Worthen; Publications Sales Director: John Laraway; Membership Secretary: Al Maitland; Excursion Director: Pat Scrimgeour; Publications Assistant: Dave Scott. Other posts are assigned as follows: Preservation Committee Chairman: Mal Marchbank; Assistant Publication Sales Director: John Fleck; Newsletter Editor/Chairman, Publications Committee: Stuart I. Westland; Assistant Newsletter Editor: John D. Thompson; Librarian and Custodian: John Laraway; Entertainment Committee Chairman: George Meek.

The Society wishes to thank Chris Spinney for providing the very interesting model railroad layout which was displayed at the UCRS booth at the Sportsmen's Show. Many people stopped to watch it. Many thanks again, Chris.

Friday, May 17--Regular UCRS Toronto meeting in the auditorium of the Education Centre, 6th floor, corner of College and McCaul Sts. Do not forget your newscast slides. The program will consist of a look at the rail and transit scene around Toronto from the 1950's to the 1980's, by Harvey Naylor. There will be the usual pre-meeting get-together outside the auditorium starting at 7:30 p.m.

Friday, May 24--UCRS Hamilton Chapter will meet in the CN station, Hamilton, at 8 p.m. Members' 35mm slides will feature the meeting. You may of course take your own slides to show at Hamilton; an easy way to get there is by GO train direct to the station; trains leave Toronto Union at 1719 and 1803 (only the latter stops at all stations). All UCRS members and friends are always welcome at Hamilton.

Friday, June 7--Ontario Society of HO Model Engineers regular monthly meeting at Rosedale Presbyterian Church, South Drive and Mt. Pleasant Road, Toronto; 8 p.m. No charge, visitors welcome.

Friday, June 14--Regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre, McCaul and College Streets, Toronto. Do not forget your newscast slides. The program will be announced in the June NEWSLETTER. As usual there will be a get-together outside the auditorium at 7:30 p.m.

Saturday, June 15--Sunday, June 16--The 1985 meeting of the Railroad Station Historical Society will be held at Howard Johnson Motor Lodge No. 471 at 6700 Transit Rd., Williamsville, N.Y. (Buffalo suburb). Featured will be slide shows, a Salamanca Circle Trip, a banquet and a Niagara Peninsula Circle Trip. Brochure with schedule and prices available from Jon E. Rothenmeyer, 10684 Main St., Clarence, N.Y. 14031 or phone (716) 759-6331 after 7 p.m.

RANDOM NOTES by Mike Lindsay

--Reach for your wallets. VIA Rail increased its passenger fares effective April 15. The increases include an average 4% jump in basic fares and a 3.5% jump in discounted rates. For example, a one-way trip Toronto to Halifax increases to \$112 from \$108, and the one-way fare to Vancouver increases from \$217 to \$224. Discount return fare from Montreal to Toronto increases to \$51 from \$43.

--GO Transit riders may face a 4% increase on July 1. Budget projections by GO call for operating expenditures of \$103.7 million, up 4.3% from the 1984-85 fiscal year. Operating revenue is forecast to rise slightly more rapidly, thanks to the proposed fare increase combined

with an expected 3% increase in ridership. GO currently covers 60% of operating costs from the farebox.

--According to the Globe & Mail, a \$2.4 million a year lease of 53 surplus GO Transit single level coaches to Boston's MBTA has gone sour in the wake of fires that destroyed two of the cars (see April issue, page 10). The fires, in January and February, occurred in the coach yard and allegedly were caused by problems in the cars' electrical heating systems. The MBTA has since withdrawn the balance of the cars from service and is looking for a way out of the lease. GO's Lou Parsons is seeking an independent investigation by the Federal Railroad Administration (U.S.) to "clear up any innuendo that there is a problem with the cars". Parsons also said that the cars will likely be returned to Toronto within two months as U.S. Customs has warned MBTA that it will have to pay duty on the cars if they are not used.

--VIA Rail has a fight on its hands from CN employees who want to stay with the railway, rather than become VIA employees. The United Transportation Union plans to lobby the Federal Government to have Trainmen excluded from a pool of workers which VIA plans to take over from CN. A recently concluded agreement provides for the transfer of up to 3500 CN workers to VIA. Shop-craft employees will start transferring this June. Train crews are scheduled to start moving over in the spring of 1986. The UTU is concerned that VIA will not provide the transferred employees with the same benefits they enjoyed with CN. Also, CN Trainmen frequently transfer back and forth between passenger and freight and they will no longer enjoy these privileges. VIA, on the other hand, feels that it can be better served by passenger oriented employees. The UTU is also likely fearful that passenger crews will become hourly paid as the Amtrak Trainmen have become in the Northeast Corridor. Amtrak has saved millions of dollars by doing away with the complicated mileage-hours formula.



NFTA NOTES--A study has concluded that there is more economic justification for building the first Metrorail extension in the Amherst Corridor than to the Tonawandas, despite the "Tonawanda Turnout" and the ready availability of a Conrail right-of-way for the Tonawandas line; if Amherst is chosen, it is predicted that the Tonawandas line would not follow for 10 to 15 years---free rides are planned on the full length of the operative portion of the Metrorail line to Amherst Station

on May 18 (opening day) and May 19...The line will operate from about 4:40 a.m. to 1:30 a.m., a long operating day; the peak hour headway will be six minutes, with eight two-car trains in operation; off-peak headways will be greater, although not known at time of writing...The Metrorail will operate on weekends ultimately, in spite of a previous statement by Executive Director Joseph D. Latona that the line would run only five days a week; virulent protests by downtown business interests forced a retraction of any such plans. However, work on the surface mall section will continue on weekends over the summer of 1985, so that weekend Metrorail operation will not commence until around the first of October...As of mid-March, the delayed LaSalle Station was 37% complete; although main line trackwork had been completed in all other areas, it has still not been laid through LaSalle Station, and is not expected to be laid here until the end of this year. The surface entrance building is scheduled to be started this summer--it is hoped that trains can be operated through the station to the South Campus terminal by the spring of 1986, although LaSalle Station is not targeted for completion until October, 1986...Weekend service, when such commences, is promised to be "sensitive" to downtown events...NFTA will purchase about 14 acres of land from Conrail, at Babcock and William Streets, to build a replacement for the former IRC Broadway car barn, used since 1950 as a bus garage; the IRC herald may still be seen painted on the building.

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