



# Newsletter

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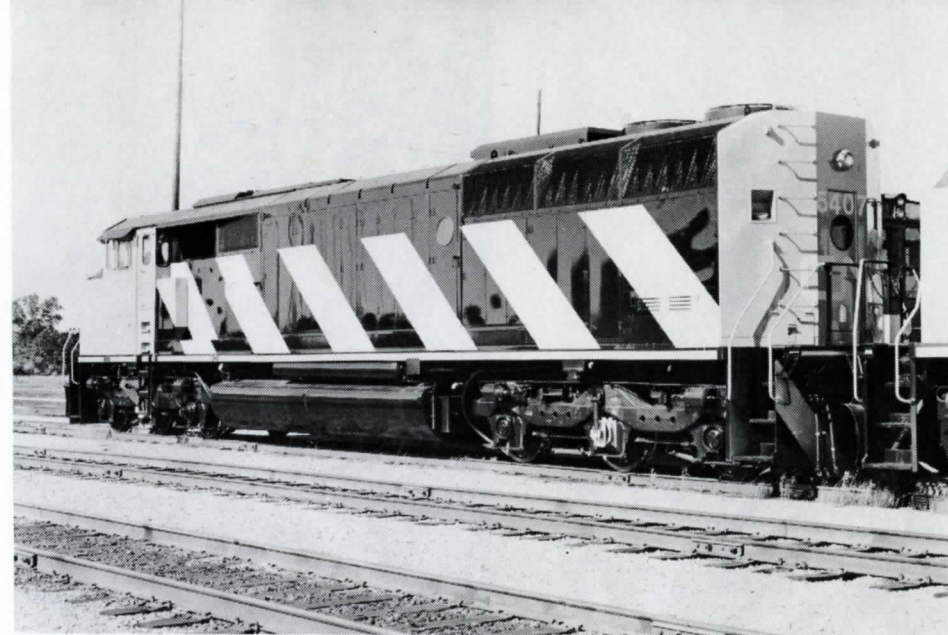
NUMBER 429

JULY 1985



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

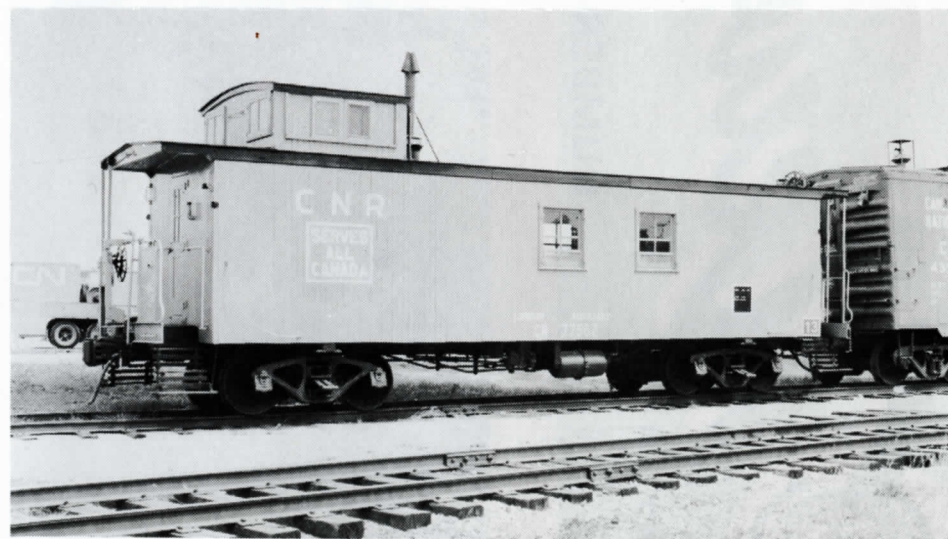




Fresh from DDGM, CN SD50F 5407 poses at MacMillan Yard (Toronto) on June 24, 1985. Reportedly the units are being sent west to haul coal trains, so Ontario railfans would do well to get their photos when they pass through this area. Features include dynamic brakes and ditch lights. Also at the yard on the 24th were 5405 and 5406. --Ron Lipsett photos



CN EXPO 86 SD40-2W 5334, at MacMillan Yard, Mar. 28, 1985. The cab is orange; stripes are white, yellow, green, blue, purple and white respectively, topped by black band. --Gary Zutters photo



A touch of class returned to the CNR recently with the repainting of wooden caboose 77562, assigned to the London Auxiliary, in the beautiful 1950's paint scheme of Montmorency orange with green maple leaf. Original number 76562, renumbered 1977 to clear series for transfer vans. The caboose was photographed in a yard near Rectory St., London, May 4, 1985. Built 6-99. --John D. Thompson photo



# TOURIST RAILS KICKED IN THE TEETH

1. Port Stanley Terminal Rail Shuts Down--Just when it was really getting rolling in good style, Port Stanley Terminal Rail Inc. has been dealt a double blow by unsympathetic agencies which unfortunately seem to have control over its fate. Operation was suddenly suspended after June 20, even though for the next day, Friday, June 21, three charters had been booked, and others were booked through August. Suspension of operations is directly and pointedly blamed on the Kettle Creek Conservation Authority and the Prudential Assurance Co. Ltd., the latter just having cancelled a \$5 million liability policy.

PSTR officer Max Joliffe told the London Free Press that the problems with the Conservation Authority revolve around the April 2 washout of a bank of Kettle Creek adjacent to the rail line near Port Stanley Station. Authority General Manager Les Trevit granted a permit to fill in the washout "for erosion control only" but will not permit the track to be used until the PSTR provides a soil study showing that the bank is stable enough to support the weight of a train. He said that the Authority has no objection to the railway using another track running on the west side of the station.

"That's nonsense", retorted Mr. Joliffe to the latter suggestion. "The westerly track is a siding that ends before it gets to the station, and there is a converted caboose restaurant on it that is connected to water, sewer and hydro facilities and cannot be moved--and why should we put in fill if we can't run the train". Mr. Joliffe claims that a soil study is unnecessary, and that his group knows more about railways than the Authority G.M. "We don't want the engine, coach and people in the creek. I'll be darned if we'll hire a soil engineer to satisfy him".

A total rebuilding of the bank would probably cost \$200,000 and PSTR points out that it does not have that kind of money. It had planned to fill the washout with concrete blocks and stone backfill. Most of the material would have been donated and all labour would have been strictly volunteer. An appeal to CN to help with the situation (as owner of the line) has fallen on deaf ears.

PSTR has been given no reason why Prudential unilaterally cancelled the insurance policy after the railway had already paid around \$7000 in premiums while never having an accident or making a claim. The best alternative which the PSTR directors have been able to come up with is one for \$500,000, far too low, and this only with a ruinous premium of \$25,000. If they cannot secure reasonable insurance, the railway may never start up again.

PSTR had carried 12,000 passengers over its first two operating seasons (9000 in 1984) and volume since the May 4 opening this year was well ahead of last year. Maybe this kind of patronage represents a measure of goodwill sufficient to rouse local public opinion against the way in which the little railway and its dedicated band of volunteers have been treated.

--based on London Free Press report forwarded by Peter F. Oehm

2. Provincial Backing for Georgian Bay Railway Evaporates--The Ontario Rail Association's "Injector" reports that the Georgian Bay Railway project may not come to fruition, at least on CN's Collingwood-Meaford line, because of the lack of follow-through of the Provincial Government with previously promised financial support. To quote the Injector: "Under the present political circumstances it is likely we can rule out any assistance from that source. The government was well aware of the impending May 20th abandonment date and the necessity of our establishing the financial viability required to receive a charter from the Canadian Transport Commission. It appears that, despite a considerable degree of support from municipalities and individuals in the area, with the notable exception of Collingwood Township, a large degree of political interference was brought to bear", and "a small, well heeled group of summertime residents has the ear of the Tourism Minister". This faction seems to have been responsible for the Minister's failure to endorse the project.

Thus we have another instance wherein the narrow and self-serving interests of a relatively small group spoil things for the great majority. Although the CTC has delayed the Collingwood-Meaford abandonment date until July 31, apparently as the result of efforts by UCRS member Peter F. Oehm, it would appear probable that the line will indeed be abandoned and removed, and that a tourist railway will never serve the south side of Georgian Bay, one of Ontario's





## NEWSLETTER

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**PLEASE BE ON THE LOOKOUT**--During June a 14-inch square cast metal sign consisting of the Erie Railroad herald (with a ceramic overglaze) was stolen from the Salamanca Rail Museum (located in the former BR&P station in Salamanca, N.Y.). It is an original railroad item from the Erie R.R. depot in Salamanca, and an important part of the community's rail heritage. The museum is offering a reward of \$100 for any information leading to the return of the item and the arrest and conviction of the person or persons who removed the emblem from the museum. If you should see this item, or have information on its whereabouts, contact the Salamanca Rail Museum, 170 Main St., Salamanca, N.Y. 14779, or call William Fries, President, at (716) 945-3589.

**ANOTHER TOURIST LINE PROPOSED**--The recently formed Kawartha Historical Railway Society hopes to establish a steam tourist operation on CN's Peterborough-Lakefield branch, which is subject to abandonment proceedings. Gerry Pomeroy, President of the group, told the Peterborough Examiner that the aim of the Society, in terms of equipment, is to replicate a 1920s-30s era passenger train, and that it hopes to secure a CNR E10a class Mogul (80-93 series), several of which are still in existence. The group has had discussions with a Toronto consulting firm, Peter Barnard and Associates, with respect to a feasibility study of the operation, and is endeavouring to raise funds from various levels of government to finance the study. Application would have to be made to the CTC (Ontario Municipal Board?) for permission to operate once the line was taken over from CN. The present group's plans follow upon a similar scheme considered by Lakefield Village Council in 1974 and the unsuccessful efforts of a Trent University professor to drum up interest over a period of several years.

--from a Peterborough Examiner report, forwarded by Peter Oehm



## Edmonton Transit

--The prospect for long term operation of trolley coaches in Edmonton has recently become clouded. ETS management has reportedly become disillusioned with the vehicles, now claiming that they possess no operating or cost advantages over diesel buses, and presumably seeing the maintenance of overhead as a burden. ETS is evidently now asking in earnest "Why Have Trolley Buses?" (the title of a pro-T.C. paper presented by one of its officials at a Seattle symposium on trolley coaches a few years ago). The Flyer coaches reportedly now see very little use, and even the excellence of the GM/Brown Boveri vehicles is apparently not enough to dissuade management from contemplation of pulling down the overhead.

--Jack Bost and others



Set of British locomotive stamps received by UCRS member Gordon Handforth, San Jose, Calif., in March 1985 and forwarded by him.

COVER: CPR RS3 8460 and RS10s 8580 lead Train 36 eastbound out of Peterborough, Ont., across the Otonabee River bridge, just east of the downtown station. May 29, 1957.

Photo by Ray Corley



prime tourist areas. The Mayor of the Town of Collingwood (not to be confused with the hostile Collingwood Township) has forwarded a letter to Ontario Rail Foundation President Marv Mooney entreating ORA to consider an operation within the town, with the waterfront park, near downtown, as one terminal. While the Collingwood Enterprise-Bulletin reports that this suggestion will be considered, ORA is now investigating other Southern Ontario locations for its steam tourist operation, one of these being as far away (from Toronto) as the Kingston area.



# the Montreal commuter scene

by Sandy Worthen

Province of Quebec and City of Montreal politicians and bureaucrats used the official opening of the new CTCUM "Vendome" Metro station (Line 2) on May 30, 1985 as an occasion to foresee the future of arrangements between the two levels of government and the two railways, CN and CP, which presently provide commuter services on (and off!) the Island of Montreal. Beginning Monday, June 3, the new railway station ("Vendome"?), joined to Metro's Vendome station by a short 16 metre tunnel, replaced the ancient and honourable CPR Westmount Station, darling of the Arts Westmount group (NEWSLETTER No. 426, April 1985, p. 4). While West Island commuters can still ride to Windsor Station, the new transfer point will shorten the train-Metro connection considerably. The walk from Windsor Station platforms to trackside at Bonaventure Metro station is not exactly short! At Vendome, onward office workers for the Ste-Catherine/de Maisonneuve axis will be "right side" (west) of the "grand junction" at Metro's Lionel-Groulx interchange between Lines 1 and 2 (NEWSLETTER No. 419, September 1984, map p. 5).

The new change point will take some of the strain off Berri-de Montigny, Metro's eastern Line 1-Line 2 junction. Commuters changing to Metro at both Vendome and Bonaventure can continue their journeys without additional charge if they hold a Carte Train-Autobus-Metro (CATM), but at an indirect price, as will be seen.

At the occasion aforementioned, Quebec's Minister of Transport, Guy Tardif, complained bitterly about the amount that his ministry was/is obliged to pay CN and CP for operating commuter trains and for providing the necessary structures and rights-of-way. Does this recital sound familiar? You bet it does!

The 10-year agreement between the participants, signed in 1982, affirmed CP Rail ownership of tracks and stations along the Montreal-Rigaud route. Similarly, CN Rail's ownership of stations and tracks on the Montreal (Central Station) - Deux Montagnes stretch was implicit, with CTCUM purchasing--and modernizing, it was said--the equipment for both lines. Operation of trains was confided to CN and CP personnel, a la VIA Rail scenario. The real nub of Mr. Tardif's discontent seemed to be the situation wherein operation of the two commuter lines soaks up a total of \$29 million annually on the red ink side of the ledger, of which the provincial government has to pay \$22 million, with the CTCUM/City of Montreal forking over the balance.

Just as VIA wants to renegotiate facilities/operational contracts with CN and CP, so the Quebec government wants to reopen talks with the two railways regarding Montreal commuter services. Should the railways decline to do so, Tardif threatened that his government would take over the services. Provincialization? The prices charged his government, Tardif claimed, have become unbearable. "We have to change the rules of the game," he said. Quebec Ministry of Transport official Monique Prince claimed, "Now we just get the bill and pay it, but we can't criticize, complain or make suggestions on how things are run." Nonsense! Of course the Quebec government can and does complain (what she said!), criticize (also what she said!) and make suggestions on how things are run. But persuading anyone to listen and then take appropriate action is something else!

Tardif seemed willing and anxious to piggyback Quebec's request for renegotiation on Federal Transport Minister Mazankowski's upcoming House of Commons bill to change cost agreements between VIA and CN and CP. Tardif/Quebec's spinoff would be that these changes in the Federal Transportation Act would apply equally to the CTCUM/City of Montreal/Province of Quebec agreement with the railways for regional commuter rail transportation. Tardif/Quebec is also put off by railway company staffing, scheduling and routing of trains. Archaic Federal Government laws, says Tardif, require trains to be staffed by five employees, thus skyrocketing operating costs. True, commuter trains in other cities/countries can and do operate with fewer than five employees, but while Tardif's allegations sound great from a Quebec podium, they won't stand close examination, at least just at present.

Meanwhile, Montreal West Island, Ville de Laval and Deux-Montagnes area politicians at three levels of government are generating additional media momentum. They have joined area transit advocates in urging the Government of Quebec to hasten urgently required improvements in commuter train equipment. Twenty-six elected officials and two user groups' representatives signed a statement on May 30 reminding Tardif that the Federal Government still has \$36.7 million in funds earmarked for improvements to the Montreal-Deux Montagnes--and other--commuter lines, but only until March 31, 1986. Or, that is, until Federal Finance Minister Michael Wilson discovers this unspent money and appropriates it to help balance his unpopular budget. The pressure group insists that Tardif must start modernizing the Deux-Montagnes line, must persuade the provincial government to open discussions with the Government of Canada, and insists that the latter must extend the March 31 deadline for the Federal contribution. And then there is the minor matter of who will run CN Rail commuter trains 990/



991, Montreal (Central Station) - St-Hilaire East), weekdays only, when CN ceases to operate them.

All this in an atmosphere of lost by-elections, declining popularity of the present provincial government and alleged hostile reaction to the Federal Finance Minister's recent budget. But, on the plus side, Quebec wants to talk about ratification of the Constitution and special status, while relegating separation to the darkest corner of the convenient cupboard and locking the door-temporarily. Canada's Prime Minister says he is ready to discuss it. Maybe Montreal West and North Island residents will benefit after all.



**THE CN-CP NIAGARA-DETROIT RAILWAY CO.**--The Canada Southern Railway Co. leased its railway line to the Michigan Central R.R., owner of approximately 80% of its stock. The MCRR was merged into the New York Central and then into Penn Central. When Conrail was formed in 1976, it took over operation of the Canada Southern line from Penn Central, but did not own the CASO shares, as the Conrail merger has never been approved by the Canadian Transport Commission. As agent for Penn Central, Conrail could not abandon the line, but it was able to sell Penn Central's holdings to CN and CP. A newly formed organization, the CN-CP Niagara-Detroit Railway Co., owned equally by CN and CP, purchased PC's 80% ownership of the Canada Southern Railway Co. and Penn Central/Conrail's shares in the bridge and tunnel companies at Niagara Falls and Windsor/Detroit. On

behalf of the new firm, CN will operate the former Canada Southern line between Fargo (near Chatham) and Windsor, CP will operate between Hewitt (Welland) and Niagara Falls, N.Y., and CN and CP will jointly operate the central section between Hewitt and Fargo and the tunnel from Windsor to Detroit. These lines will form part of the CN and CP systems, but will not be merged into the corporations, as the minority shareholders retain their 20% of the Canada Southern company.

## RESTITUTION by Sandy Worthen

Sherbrooke, Queen City of Quebec's Eastern Townships, is one of those fortunate places across Canada to have its rail passenger service restored on June 1, 1985, by imperial decree of Canada's Transport Minister, Don Mazankowski. The restoration, promised last September, included not one but two daily services to and from Montreal. Stars of the restoration, of course, are VIA Rail Canada's Trains 11/12 "ATLANTIC", from Halifax to Montreal (and vice-versa), via Moncton, St. John, Fredericton Jct. and McAdam, N.B. and Vanceboro, Danforth, Brownville Jct. and Jackman, Me. There are as many stops for the ATLANTIC in the State of Maine as there are in La Belle Province.

Departing Halifax at 1230, the ATLANTIC pauses at Truro, N.S. at 1355, departing at 1405, meeting the Sydney, N.S. connection (Train 605/610), reaching Moncton at 1710, departing at 1746 (connection with bus No. 507 from PEI and Train 15, the OCEAN, Moncton to Montreal via Campbellton, the Matapedia Valley, Riviere du Loup and Levis, Quebec). By the time No. 11 stops at St. John (1935/1955), the dining car crew has almost finished serving dinner and United States Customs and Immigration inspection at the border at Vanceboro (at 2130) is about the last thing before going to bed, or making yourself comfortable in the coach or DAYNITER.

For some, morning comes early, as the ATLANTIC arrives at Megantic, Quebec at 0355. Sherbrooke is a little more acceptable at 0600 and by 0830, arrival time at Montreal's Central Station, most faces have been washed and hair combed. Passengers bound for western points leave at 0930 on VIA Rail's No. 1, THE CANADIAN, or on No. 33 for Ottawa at 1055 if they don't take No. 1, and on No. 63, the LA SALLE Rapido service (1045) for Toronto (arrival 1530), London (1940), Windsor (2145) and Sarnia (2115). Amtrak's ADIRONDACK for New York City via Albany leaves at 1030, while the MONTREALER leaves in the evening at 1930 for New York City, Philadelphia, Baltimore and Washington. A connection at Toronto with VIA Rail/Amtrak's INTERNATIONAL is next day.

Eastbound travellers from western cities arrive at Montreal Central Station on THE CANADIAN (No. 2) at 1945 and can continue east on the ATLANTIC at 2045, stopping at St. Lambert (2057), St. Hyacinthe (2131), Richmond (2225) and Sherbrooke (2317). Thereafter, taking CP Rail's "Short Line", arrival at Megantic is at 0130, Jackman, Me. at 0255, Greenville 0355, Brownville Jct. 0505, Danforth 0655 and Vanceboro 0735.

Following the crossing of the international boundary into New Brunswick, McAdam appears at 0855 and disappears at 0905. After Fredericton Jct. (0955), St. John is next at 1110/1130. Then, it's on to Moncton (1330/1405) for various connections, Truro (1705/1715) for Sydney Train 601/604, with arrival in Halifax at 1840, a reasonable hour, when the ATLANTIC is on time.

Supplemental service to Sherbrooke from Montreal (and vice versa) is provided by Trains 629/630, VIA Budd car service, departing Sherbrooke daily at 0815 and arriving at Central Station, Montreal, at 1030, with stops at Windsor (0837), Richmond (0855) Acton Vale (0923), St. Hyacinthe (0943) and St. Lambert (1015). In the opposite direction, No. 630 leaves Montreal at 1800, stops at the same stations and arrives at Sherbrooke at 2015, in time for a late dinner.

A late night visit on June 12, 1985 to the former Grand Trunk/Canadian National Railways station on Depot St. in lower town Sherbrooke coincided with No. 12's arrival at 2315, with ex-CNR Class MPA-18a No. 6667 and MPB-18b 6867 heading up a consist including a baggage car, coaches, a cafe car, a DAYNITER, a dining car, sleepers and dome-observation BANFF PARK. The next night, the consist was about the same, but No. 12 was 31 minutes late (2348) in the drizzle,



with the same motive power and LAURENTIDE PARK on the rear end. Sherbrooke's VIA Rail station (ex-CN), too, is benefitting from the restored passenger train service, for vigorous repainting inside and out was in full swing. Colour schemes inside and out are very high key; inside, combinations include ecru, beige and white, while outside the red bricks have been painted over in a shade described by the painter as pale pink, with window sills, frames and arches in medium pink. Next day in the bright light, it all looked like varieties of salmon.

No. 12's late evening arrival made determination of loading impossible, but the number of "hello/goodbyes" on the platform in the rain was exceeded considerably by the entrainers/detrainers.

For a time, there was the possibility that the obligatory changeover of the ATLANTIC from CN to CP trackage (and vice versa) at the crossing at grade at Lennoxville (CN Sherbrooke Sub., Mile 44.4 from Island Pond, Vt.; CP Sherbrooke Sub., Mile 65.4 from Megantic, Quebec) might have been simplified by a straight through connection via CN's little used freight yard. But, No. 11/12 still does it the same old way. Approaching the crossing on CN iron, the eastbound train crosses the CP Sherbrooke-Megantic main and runs forward past the switch for the south to west Quebec Central Ry. connection to CP Rail. After the switch has been thrown by the CP dispatcher in downtown Sherbrooke, No. 12 reverses west over this connection to CP's "Short Line"; when the west switch goes back to normal, the ATLANTIC accelerates across CN's Sherbrooke-Portland, Me. main line, blows for the road crossing in Lennoxville and disappears around the curve and across the bridge over the Massawippi River.

Changing times! The "VIA" tail sign on the rear of the "Park" car is a combination of blue and white these days. Natives of La Belle Province will understand why, perhaps.

# A Rejoinder

--In the May NEWSLETTER, Mr. Alonzo Dixon takes exception to current and proposed government funding of VIA, particularly as it applies to transcontinental service. He seems to feel that, ultimately, all passenger trains should disappear.

That is one view. Now consider another.

A politician wishes to remain in office and thus will attempt to provide what a significant number of voters seem to want. As long as money is provided by government for passenger rail service, it may just mean that people want such service.

It is certainly possible to operate passenger trains much more efficiently than is now the case. We are never going to know how much efficiency is possible unless and until the VIA fleet is replaced with locomotives and rolling stock using present technology.

Being the bastard offspring of the railways and government has not been pleasant for VIA and certainly not cheap for the taxpayers. Given some legitimacy through legislation, VIA may well be able to do some long overdue business with CN and CP Rail.

Yes, governments at various levels do give huge subsidies to road and air travel. The hundreds of millions of tax dollars so spent doesn't seem to trouble anyone, although perhaps it should. Assume for a moment that passenger trains disappeared, and then project what it would cost in subsidies to carry all the railway passengers by road or air. Couldn't facilities be enlarged, Pickering Airport built, more acres covered with asphalt for roads, runways and parking lots? Safety on the road? Not to worry since it can't happen to you. Love that coffee, tea or milk spilled in the bumpy air--always assuming the weather lets you fly. Naturally, with only the road and air modes available, governments would have to look more closely at the 'user pay' concept, but we won't worry about that now, will we?

Criticism of VIA's operations seems most sharp when it comes to long distance trains. Let's examine why some people do use these trains. A few have no other way to travel; a significant number won't fly; some cannot afford to own a car or pay air fares, huge subsidies notwithstanding and still more cannot abide bus travel. Add to these the Canadian or foreign traveller who rides by choice, judging the train to be a relaxed way of seeing the country. A moment's thought about this latter group reveals that such people tend to spend money over and above VIA transport and meal costs en route and when they reach their destinations, thus contributing to local economies. Remember what took place in Jasper when its rail connection with Vancouver was severed?

There remain problems with VIA, some of them beyond the corporation's control. The good news is that the overwhelming majority of VIA employees realize that their jobs depend on the successful moving of people and are acting accordingly. Considering the problems of antique equipment and stations, apparently wilful obstruction by railways, years of total neglect or active destructiveness by government at all levels and a public love affair with that most dangerous travel mode of all, the automobile, we have pretty good rail passenger service.

There is no question passenger trains need considerable improvement. If government capital spending doesn't happen very soon we may very well have to find out how poorly we will do without trains.

In closing, please focus on what may be truly anachronistic in our society--the automobile and the passenger aircraft. Are we still so enslaved to our personal and/or business ego that we need such toys?

--Dale Wilson





## notes

• Automated operation of the Scarborough RT line commenced on Monday, June 3. The facility is, however, still not operated on Sundays nor on other days after 10 p.m.

• Subway cars 5500-5505, which were rebuilt with Hitachi chopper control and regenerative braking and reclassified H-3 in 1973, were reconverted to class H-2 between September 1984 and April 1985. Individual outshop dates are as follows: 5500-01 Dec. 20; 5502-03 Apr. 22; 5504-05 Sept. 18.

--Ray Corley

• CLRV 4175 was originally chosen for application of a blue "Year of Celebration" livery in 1984, which was commenced and then terminated owing to the existing paint not "taking" the new paint properly (three of the Swiss built cars, 4000, 4002 and 4005, ultimately received the special liveries). 4175 was stored with its coat of blue paint in St. Clair Carhouse for the best part of a year, but has now reappeared in service with the standard CLRV colour scheme plus red roof ventilators.

## Toronto Transit Commission



### 1984 OPERATING STATISTICS

#### ENTIRE METRO SYSTEM (Surface Routes and Subway)

	1984	1983	Increase or (Decrease)
<b>Passengers Carried:</b>	418,132,000	405,746,000	12,386,000
<b>Miles Operated:</b>			
Bus .....	57,776,117	56,852,236	923,881
Street Car .....	9,225,015	9,257,753	(32,738)
Trolley Bus .....	3,836,456	3,922,855	(86,399)
Subway .....	43,327,891	43,085,780	242,111
<b>TOTAL</b> .....	<b>114,165,479</b>	<b>113,118,624</b>	<b>1,046,855</b>
<b>Kilometres Operated:</b>			
Bus .....	92,981,647	91,494,805	1,486,842
Street Car .....	14,846,223	14,898,909	(52,686)
Trolley Bus .....	6,174,178	6,313,223	(139,045)
Subway .....	69,729,481	69,332,842	389,639
<b>TOTAL</b> .....	<b>183,731,539</b>	<b>182,046,779</b>	<b>1,684,750</b>
<b>Number of Routes:</b>			
Bus .....	117	110	7
Street Car .....	9	9	—
Trolley Bus .....	8	8	—
Subway .....	2	2	—
<b>TOTAL</b> .....	<b>136</b>	<b>129</b>	<b>7</b>
<b>Passenger Vehicle Fleet:</b>			
At the end of 1984, the Commission's passenger vehicle fleet (excluding inactive vehicles) compared to 1983 was as follows:			
Buses .....	1,465 (a)	1,470 (a)	(5)
Street Cars .....	93 (b)	110 (b)	(17)
+ C.L.R.V.'s .....	196 (c)	196 (c)	—
Trolley Buses .....	150	150	—
Subway Cars .....	630	630	—
<b>TOTAL</b> .....	<b>2,534</b>	<b>2,556</b>	<b>(22)</b>
+ Canadian Light Rail vehicles	(b) Includes 2 leased vehicles		
(a) Includes 12 leased vehicles	(c) Includes 71 leased vehicles		
<b>Miles of Route:</b>			
Bus .....	704.31	679.58	24.73
Street Car .....	45.59	45.59	—
Trolley Bus .....	34.47	33.97	.50
Subway .....	33.80	33.80	—
<b>TOTAL</b> .....	<b>818.17</b>	<b>792.94</b>	<b>25.23</b>
<b>Kilometres of Route:</b>			
Bus .....	1,133.48	1,093.68	39.8
Street Car .....	73.37	73.37	—
Trolley Bus .....	55.47	54.67	.8
Subway .....	54.40	54.40	—
<b>TOTAL</b> .....	<b>1,316.72</b>	<b>1,276.12</b>	<b>40.6</b>

### SYSTEM QUICK FACTS — 1984

Daily Passengers:	Revenue	Revenue and
(Average Business Day)	(Fares Collected)	Transfer Passengers
	1,384,149	2,353,000

123 of 134 surface routes make 175 connections with the subway.

Total number of TTC and Gray Coach employees as of December 31, 1984 — 9,742.

### SUBWAY QUICK FACTS — 1984

Daily Passengers:	Revenue	Revenue and
(Average Business Day)	(Fares Collected)	Transfer Passengers
	520,324	885,000

**Busiest Subway Stations** (Est. passengers to and from trains daily)

Bloor-Yonge — 88,239	Eglinton — 79,661
Dundas — 82,970	Queen — 71,742

**Number of Stations:** — 59

**Number of Escalators** — 242 (includes 2 moving walkways)

**Opening Dates:** Yonge — March 30, 1954

University — February 28, 1963

Bloor-Danforth — February 26, 1966

Bloor-Danforth Extensions to Islington and Warden — May 11, 1968

Yonge Extension to York Mills — March 31, 1973

Yonge Extension to Finch — March 30, 1974

Spadina — January 28, 1978

Bloor-Danforth Extensions to Kipling and Kennedy — November 22, 1980

### GRAY COACH LINES (Interurban Bus Subsidiary)

	1984	1983	Increase or (Decrease)
<b>Passengers Carried</b> .....	10,472,812	10,160,575	312,237
<b>Average Daily Passengers</b> .....	28,614	27,837	777
<b>Miles Operated</b> .....	17,597,797	17,271,359	326,438
<b>Kilometres Operated</b> ....	28,320,909	27,795,558	525,351
<b>Miles of Route:</b>			
Summer .....	1,329.0	*1,575.4	(246.4)
Winter .....	1,320.1	*1,544.3	(224.2)
<b>Kilometres of Route:</b>			
Summer .....	2,138.8	*2,535.3	(396.5)
Winter .....	2,124.5	*2,485.3	(360.8)
<b>Active Buses Owned</b> ....	130	140	(10)

\*GO Transit route lengths are not included in 1984 figures.

### WHEEL-TRANS (Service for the Physically-Disabled)

	1984	1983	Increase or (Decrease)
<b>Passengers Carried</b> .....	422,251	341,366	80,885
<b>Average Daily Passengers</b> .....	1,152	934	218
<b>Miles Operated</b> .....	3,020,760	2,604,857	415,903
<b>Kilometres Operated</b> ....	4,861,441	4,192,110	669,331
<b>Scheduled Vehicle Service Hours</b> .....	238,608	212,366	26,242

• **ANOTHER STEP FOR HARBOURFRONT LINE**--The already much discussed Harbourfront LRT line passed another hurdle on June 25, when Metropolitan Council gave it approval in principle, although setting an October 2 date for a public hearing which will include consideration of the line's extension up Spadina Ave. to the Bloor-Danforth Subway. The TTC intends to have final detailed engineering for the Harbourfront portion complete by mid-1986, to start construction in 1987,



and to have that portion open in 1988. All of this scheduling, of course, is dependent upon the project receiving a final go-ahead by Metro Council following Oct. 2. The Council has asked the TTC to defer considering using ALRVs on the line for a period of years, and to use PCCs on it instead (although there is no reason CLRVs could not be used).

The Metro Council debate found North York Controller Esther Shiner decrying the Harbourfront line as too costly, although her cost consciousness was not apparent when she was pushing for the application of front skirting on CLRVs. Mel (Bad Boy) Lastman, Mayor of that same municipality, on the other hand was all green signals for the LRT project, seeing in it "jobs, housing and commercial activity." With its resolution of approval in principle, the Council asked for a further staff/TTC report on whether the more recently proposed tunnel extension between Lake Shore Blvd. and Queen's Quay is really necessary (in lieu of median running). Also in the offing are two items of red tape--an amendment to the Metropolitan Official Plan to show the Harbourfront line (why not consider it as just a surface streetcar line?) and an Environmental Assessment as to its effect on the waterfront (did the Bay, later Dupont carline ruin the waterfront?).

Plans for the Spadina extension are to be prepared and presented to the Oct. 2 meeting. Also to be examined by Metro planners will be a westerly leg of the Harbourfront line, from Spadina Ave. to Ontario Place.

## toronto transit consultants 1981 ltd.

It is well known that the TTC has long (since 1927) had a wholly owned interurban and sightseeing bus subsidiary, i.e., Gray Coach Lines. That another subsidiary company, Toronto Transit Consultants 1981 Ltd., has been established in recent years is a fact which is much less known. Drawing on the wide and time tested experience of its staff, the TTC decided to set up a consulting arm to provide other transit systems, public authorities and private industry with specialized advice in the field of urban transit. TT Consultants is prepared to supply advice over the full range of this field, with specific emphasis placed on transit policy development, overall system management, planning, operations, system design and implementation and performance monitoring.

The stated purpose of TT Consultants is to work with other firms in completing domestic and foreign transit projects while simultaneously working directly with transit operators and government agencies having responsibility in the public transit field towards providing solutions to their needs and concerns. The company has been involved in the following: Metro Caracas: Consulting services in connection with the completion of a contract involving the design and installation of rapid transit trackwork in Caracas, Venezuela; Melbourne Underground Loop Design and Track Testing: Advice on the design, installation and testing of the double tie track system in Melbourne, Australia; San Francisco Municipal Railway: Advice on maintenance facilities and procedures for street cars and trolley coaches; Greater Vancouver Transit System: Consulting services in connection with a study of existing transit garages (bus and T.C.) in the Greater Vancouver Region-Regional District; Niagara Parks Commission (Niagara Falls, Ont.) Consulting advice on maintenance practices, equipment options and specifications for buses; Southeastern Michigan Transportation Authority: Participation in meetings to discuss the use of expansion joints in Detroit's ICTS (DPM) (CATS) aerial structure trackwork.



HUMP YARD IMPROVEMENT PROGRAM--A system which will involve the use of computer controlled hump switching locomotives will be installed at Winnipeg's Symington Yard as a pilot project, and if successful will be extended to CN yards at Edmonton, Toronto, Montreal and Moncton. The system comprises three elements, the first of which is a "process control system" to regulate humping operations wherein a supervisory

computer transmits orders to microcomputers which control robot locomotive consist speeds, activate car retarders, and monitor the location of each car in the yard. The second element is a new computer based CTC system with colour graphics which enables tower personnel to plot routes for trains through the yard and to set track switches accordingly. The third element is the aforementioned use of robot locomotive consists (units plus slugs) which will be wired with electronic circuitry. Four consists for Symington Yard are expected to be in operation by mid-1987. Track mounted transponders will be used as reference points and will update data fed to the microprocessors on board the power consists.

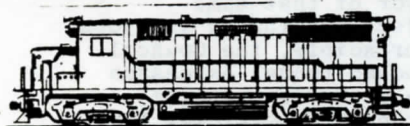
The Brotherhood of Locomotive Engineers and the United Transportation Union have made known their concerns relative to robot operation in the matters of yard safety and loss of jobs. The UTU is trying to protect 29 positions which are said to be threatened, although CN says that 13 new jobs will be created by the Improvement Program. The railway claims that the Process Control System has fail safe features built in. As part of the system, a portable field control unit is under development which will allow for remote ground control of unit consists by employees (like a 12 inches = one foot Lionel set).

--CN Great Lakes Region Vice-President George Van de Water died on June 25 at age 57. He had joined the CNE Engineering Dept. in 1951 and rose rapidly up the corporate ladder, having had postings at London, Hamilton, Hornepayne, Belleville and Toronto. He had been Project Manager of the Place Bonaventure expansion in Montreal (1974) and supervised construction of Ottawa's new Union Station. He had recently been the driving force which led to the successful bid of CN-CP to take over the Canada Southern from Conrail.

--from London Free Press report via Peter F. Oehm



# MOTIVE POWER



## and car equipment

--VIA Rail Canada will purchase 20 new diesel locomotives and parts worth \$50 million from Diesel Division, General Motors of Canada Ltd., London, Ont., "for use on transcontinental passenger train service", to be delivered during 1986. Tenders for 10 more units will be called in 1986: it is probable that the first 20 units will be of the GM F40PH type, or variant thereof. The units will have a 63% Canadian content and the order will provide 75 person-years of employment at DDGM's London plant and 960 elsewhere in Canada. Transport Minister Mazankowski said that talks are proceeding with Bombardier, Inc. and Urban Transit Development Corporation/Hawker Siddeley Canada, about the building of 100 to 150 bilevel passenger cars, similar to the Superliner Amtrak equipment borrowed last winter for testing. The construction contract should be awarded to the two-company consortium late this summer, with delivery to start in 1988. Meanwhile, first phase construction of VIA's \$130 million new maintenance centre at Montreal is ongoing and the \$100 million Etobicoke (Toronto) maintenance centre opened on June 28, 1985. On that same date, some of CN Rail's 1085 maintenance workers at Montreal and Toronto were scheduled to transfer from CN to VIA jurisdiction. No information regarding a similar transfer of CP Rail operating/maintenance crews to VIA was available at time of writing.

--Sandy Worthen

### CP RAIL INVENTORY CHANGES--APRIL 30/85--DELETIONS

Unit No.	Class	Type	Year Built	H.P.	Date
7035	DS-10c	Yard	1945	1000	Retired Weston Apr. 17/85
7055	DS-10e	Yard	1947	1000	Retired Weston April 17/85
RC 1029		Robot	1974	-	Retired Weston July 24/83

### MOTIVE POWER NEWS by Bruce Chapman

CP Retirements: Robots 1011, 1012, 1014, 1015 arrived Weston May 23 for retirement.

Rebuildings: 8126 to 1274, outshopped Weston May 8 and sent to DAR; 8150 arrived Weston May 12 to become 1270; 8807 left Ogden May 8 as 1593; QNS&L 210 arrived at Angus May 24 to become 5406. 8660 has been rebuilt to 1594 at Ogden, left May 24; 5412, ex-QNS&L 216, left Angus May 30.

Sales--CP has sold to Simplet Chemicals, Brandon, Manitoba, 6556, in working order, and 6521 and 6571 for parts.

Misc.--B&O units that were stored on the Bangor and Aroostook have gone to the ONR at North Bay for repairs. Their nos. include 3703, 3706, 3708, 3709, 3710, 3714, 3730, 3731, 3739, 3718.

--The Calgary RDC's (Alyth Yard) are now 6104, 6124, 6144.

--With the S2's and S4's dying rapidly, it appears that CP's rebuild program will be speeded up, with the goal of having all GP9's and RS18's completed by 1988 instead of 1990. All work will be done at Angus. Weston Diesel Shop will probably be closed this year, while Ogden will repair only SD40's. During 1986, about 43 GP9's will be rebuilt; 1987 will see 20 GP9's and 20 RS18's; 1988 will cover the last 26 GP9's and 14 RS18's.

--CP 6593 has been equipped with roller bearings and is now at Windsor.

--Sent for scrapping at Selkirk, Manitoba are CP wooden cabooses 437131, 437153, 437035, 437140, 437210, 437097, 437110 (a short caboose, from Trail, B.C.), 437211, 436982; on the same train was tender 415786, from Pacific 1261.

--First run of THE CANADIAN through Ottawa, on June 1, had power 6769-6626, cars 9301, 3250, 506, EVELYN and EQULEE.

--The display train publicizing the return of THE CANADIAN between Ottawa and Sudbury comprised units 6312-6615, 15205, sleeper ELROSE, diner FRONTENAC, 3253, 5725, sleeper ENTERPRISE, and dome 505.

--RDC's 6114 and 6123 were used on a display train run from Toronto to Havelock on June 2 to publicize the return of passenger service to that line.

--A check of the train register at Owen Sound, Ont. revealed that CP Rail RS18 8752 and QNS&L SD40 208 operated to that point last March 6 and departed southbound on March 7. Although the RS18 is high nose, the QNS&L unit trailed in both directions because of its control and the absence of ditch lights.

--CP Rail 1810 was on the shop track at CN's Spadina Roundhouse on June 26, presumably having come in on THE CANADIAN. It was later pulled out by yard unit 8164.

--Above two items from Terry Walsh

--CN SD40-2 5334 has been painted in a special livery for Expo 86 (see photo, page 2) along with several freight cars. The engine was in Toronto, London and Sarnia on Friday, April 19 and Saturday, April 20: it left Toronto for Montreal on the Sunday afternoon. By May 4, 5334 was reported to be in Calder Yard (Edmonton).

--CP has leased 40 ex-Conrail GP38's in the 7700 and 7800 series from Hallam Leasing in the U.S.; 20 were sent from storage in Kansas. The units are being used primarily in the Toronto



area, and have been seen on most trains. The group includes units in both the CR blue paint and the original Penn Central black, with CR markings.

--The 4800 series Chessie System GP38's have been returned, but the 3700 series GP40-2's remain on CP.

--CP was to test Burlington Northern B32-8's 5497-5499 on the M&O Subdivision for four days beginning on Wednesday, May 1. The units were, however, seen in St. Luc Yard (Montreal) on May 19, and were reported to have been in service between Montreal and Revelstoke, B.C. for most of May.

--CP RSD17 8921 was in Hamilton 17 times during the first three weeks of April, including trips on the STARLITE, the KINNEAR (909/910), and on acid trains.

--No CR power has travelled to Toronto since the majority of TH&B road power has been out of service.

--Following the takeover of Canada Southern's east end by CP Rail, Conrail power no longer enters Canada on the former CPBU-BUCP. From May 1, the power for the KINNEAR (909/910) between Toronto and Buffalo has been CP C424's in the 4200 series. Seven of these units are authorized for international service. Three are used on each train, and one is assigned to Welland as a spare.

--The VIA MAPLE LEAF left Toronto on April 15 with an LRC engine pulling the regular Amtrak cars. Apparently, the LRC got only as far as Niagara Falls, Ont., where an Amtrak engine was substituted. The next day, the MAPLE LEAF had two Amtrak F40PH's and three cars, thus one F40 must have had some sort of mishap in Toronto.

--CN's new locomotives are now being completed at London. 5400-5439 (SD50, Class GF-636a) were or are scheduled to be delivered as follows: eight on each of April 10, May 10, June 5, August 5, and September 10.

--CN 5400 and 5401 left London on Train 420 at 1230 and Toronto (Brampton Intermodal Terminal) on 252 at 2115 Thursday, May 20. By Sunday, June 2, they were reported through Ottawa on their way west to Thornton Yard (Vancouver).

#### TORONTO AREA SIGHTINGS by Ben Mills

June 2: CN 9591-9552-9582-9556-9583 with approx. 150 cars, propane train, at Steeles Ave. waiting to arrive Mac. Yd.; June 4: CP 1518 transfer at Leaside; June 5: CP 8167-8147 coming from TH&B at Hwy. 27; June 6: CN 9587-3209-2517 with approx. 150 cars WB; 9521-9423-9492 EB; 2011-2313-2339 work train EB, 5260-51 arr.-all seen at Mac. Yd.; 50383 mobile crane, ballast work at Strachan Ave.; CN 7726 at West Toronto; June 10: CN 7947 at Keating Yd.; CP 1213 hauling flat CPGX 2001 with transformer for export at Dock 35; CP 7032 at Redpath Sugar.

June 13: At Mac. Yd.: 9586-9416-9523 WB (283032 Centennial reefer in consist); 2013-2332-2334 EB; 1235, 1236 taking on fuel in yard; 4919 + 10 cars into yard; 9559-9536-9529 EB.; June 14: at Mac. Yd.: 4530-4565-4581 Geeps working in yard; 1233-1317; 9525 out light; 2534-2533 in from east; flat 44283 used to carry rail for track jobs; SD50's 5403-5405 EB with approx. 130 cars; 4917 transfer; CP RS 3023 near Bathurst North Yard (downtown); June 16: CN 9535-9494-9550 ballast train WB at Parliament St.; June 17: at Mac. Yd.: 1316-1359 with new auto cars; 9535-9440-9555-2570 WB; 1232-1324 hump area; 7713, 7749 out of service; 2003-2043-5032 with gons loaded with five ore cars cut up for scrap; 9552-5154-5030-2567-9472-1234 transfer WB; Budd car 6202 EB on tail of train; 4944-2039-9583-2328-2329; 2038-2040-3208 EB.

--TTC RT18, RT21 Wilson Yd. ballast work.

--CP 7029 RS2 from container terminal.

June 19: CP 6004-4551 WB container North Toronto Sub.; CP 1213 Keating Yard; CN 7729 way freight Bala Sub.; 9505-3731 Bala Sub.; June 20: 2335-2308-2118 in from east; 9540-3211-9506 WB; 7173-1316 pulldown from hump; 5012-9510-9537 in from east; 1238, 1328 SW in yard; 9505-4493-4503 arr.; 9511-9618-9420-9535-2102 in from east; 9574-9410-4588 in from east; 9430-9450-9531 transfer; 2327-2000 container train; 5076-2314-2111 in from east; 9578 from downtown; 2130-2126-5077-4562 in from east; CP 8023-8158-8147 in from west (TH&B).

--Disabled train in TTC Keele Yard, PM Rush.

June 21: EB CP N. Toronto Sub.: CR 7764-B&O 3237-CR 7811-B&O 3735-CP 5670-5655; June 26: at Mac. Yd.: 9627-2568-9420-9431-5337-5287 WB; 5320-9434-2577 from east; 9569-9625-8521 to east; 9506-9196 ('B' unit)-9509 to east; 9578 transfer; 9510-9437 WB; 7722 WB short freight.

#### WINDSOR AREA TRAIN AND LOCOMOTIVE SIGHTINGS by Allan Rudover

May 30: B&O GP38 3835 on Walkerville Local; VIA Train 75: LRC 6920 and five LRC coaches. N&W Train 28: C30-7's 8057 and 8063. May 31: VIA Train 75: FPA4 6762, F9B 6627 and eight cars. Conrail Transfer: GP40-2 3366, GP40 3216. At CP yard: QNS&L SD40 212, CP M636 4719. June 2: VIA Train 75: FPA4 6775, F9B 6618 and 10 cars. June 3: CN Transfer: SW900 7936. June 5: CP Business Car LACOMBE at CP Windsor yard. June 6: VIA Train 75: LRC 6900 and 10 LRC cars with LRC 6915.; N&W Train 28: C30-7's 8027 and 8064; at CP yard: 5510, 4718, B&O GP40 3716, 4730, QNS&L SD40 205. June 7: VIA Train 75: LRC 6900, FPA4 6772 and nine cars; C&O Train 942: SD40 7518, GP40 4172. N&W Train 28: C30-7 8082, NS SD40-2 6191. June 9: VIA Train 76: LRC 6924 and six Tempo cars; VIA Trains 73-78: GO Transit GP40-2LW 702, cars 202, 2043, 2054, 2057, 2003, 2028, 2116, 2060, 2103, 2154, APCU 800, GP40 720; VIA Train 75: FPA4 6789, F9B 6634, FPA4 6781 and 15 cars. N&W Transfer: SD40-2's 6092, 6161, SD45 1727; at CP yard: QNS&L SD40 208, B&O GP40 3734, SW1200RS 8142, 4737, ex-QNS&L SD40 5412, CP 5501, 5962, 4567, 5536, 5716, QNS&L SD40 209, CP 5512, 5529, 5500, 6007, CR GP38 7805, B&O GP40 3733, CR GP40 7763, CP SD40 5510. N&W Train 91: NS C30-7 8018, C30-7's 8013, 8063, 8057; C&O Train 937: B&O GP9 6447, C&O GP40's 4086, 4082; June 10: N&W Transfer: N&W SD40-2's 1634, 6161; N&W Train 28: Black C30-7 8022, maroon and gold C30-7 8077; at CP yard: B&O GP40 3717, CR GP38 7822, B&O GP40 3718, CR GP38 7763, CP C424 4210; CN Train 421: M420 2577, GP40-2LW's 9628, 9406, 9417; VIA Train 78: LRC 6911; VIA Train 72: FPA4 6774, F9B's 6624, 6632 and 15 cars; VIA Train 74: FPA4 6772, FpB 6628, FpB4 6805 and 15 cars. June 12: C&O Train 942: C&O GP40-2 4372, B&O GP9 6680; at CP yard: 5512, CR GP38's 7822 and 7760, CP 5729, QNS&L SD40 204, CP 5947, QNS&L 214, CR GP38 7763, B&O GP40 3728; June 16: VIA Train 76: LRC 6915 and five Tempo cars; N&W Train 91: maroon and gold C30-7 8077, black C30-7 8022, NS C30-7 8003, N&W C30-7 8035; June 17: C&O



Train 942/937: SD40 7531, B&O GP40-2 4158; VIA Train 75: LRC 6912; N&W Train 28: SD40-2's 6192, 6089; June 21: CN Windsor: M420 2501, C424's 3209, 3236; at CP Yard: 5505, 5747, 5734, RS18 8778, 4502, B&O GP40 3729, CR GP38 7805; C&O Walkerville Local: C&O GP38 4821.  
 June 22: at CP yard: 4733, 4510, B&O GP40 3720, C424 4512, SD40 5412, 5681, 4560; June 23: N&W Train 91: N&W GP35 226, NS SD40-2's 6204 and 6199, N&W C30-7 8052; VIA Train 75: FPA4 6777, F9B 6632, FP9A 6541 and 13 cars; June 24: C&O Train 937: B&O GP40 4037, C&O 8270; N&W Train 28: C30-7 8063, 8013, NS C30-7 8018; at CN: GP40-2LW 9537, 9583, C630 2039, GP40-2LW 9510; on VIA Train 75: LRC 6909; at CP yard: CR GP38's 7764 and 7803, 5412, B&O GP40 3722, CR GP38 7763, B&O GP40 3734.

--The new VIA maintenance facility in Toronto (Mimico) had its first arrival on Friday, June 28 when Train 65 from Montreal tied up there.

ST. THOMAS OBSERVATIONS--JUNE 3, 1985 by Sandy Worthen

A good way to begin any week is to go out looking for some trains to "spot".

Maybe it was because it was a Monday (June 3, 1985). Anyway, the action was zero. Nothing east or westbound on either CN main line or CP Rail, all the way to Paris/Woodstock.

At St. Thomas, you could have looked all day around that magnificent ex-Michigan Central/Canada Southern station building (cover, NEWSLETTER, May 1985) for traces of Conrail and found --nothing! Nothing except the blue and white sign at the turnoff on the main street. Not a unit; not a boxcar; not a caboose; no maintenance-of-way equipment. Nothing! However, there were three CN boxcars at various places in the yard in front of the station and, down behind the car repair shop, an orange-nosed CN switcher was doing its thing, being shy enough to retreat even further east every time it came close enough for observation!

The scene at the ex-C&O Chessie System interchange was more encouraging, with a cut of CN side dump gravel cars parked on the main line, hopefully in preparation for upgrading the badly maintained connection. Down by the roundhouse, yard tracks 1 and 2 were occupied by the following units, all dead: Track 1: GP7 5733, SW9's 5240, 5242, GP7's 5731, 5737, 5734, 5736, 5781 and 5730. Track 2: GP7's 5773 and 5732. In front of the roundhouse was C&O GP38 (7/70) 4821, in Royal Blue with yellow lettering and at the side of the building was Chessie System C&O GP7 5738, apparently being cannibalized for parts. The Chessie System yard on the west side of Kettle Creek was without activity and without many cars, for that matter.

The CN Rail/Norfolk Southern (ex-N&W, ex-Wabash) yard was more animated. CNR GR17h 4505 was shut down, but had been switching the yard, apparently. Two N&W GE C30-7 units, nos. 8025 (GE 12/78) and 8052 (GE 8/79) were mumbling threats and imprecations on the freight house track. The yard was full of cars; many were trilevel autoracks.

The ex-L&PS rails from the Chessie System yard, south of the CS roundhouse to the crossing at grade with CN, the yard and the on-line industries to the north were very shiny, suggesting that CN is making good use of this acquired trackage.

## Miscellany

--Conrail is applying to abandon its Montreal branch between the Canada-U.S. border at Milepost 10.25 and Huntingdon, Quebec at Milepost 17.48 (total distance 11.63 km); this line has carried no traffic since 1980.

--Effective Monday, April 15, VIA increased fares by an average of 4% for full fares and 3.5% for discount fares.

--On Sunday, April 21, two engines on a four-unit consist hauling 56 cars of iron ore and wood pulp derailed on the Algoma Central at a switch to the loading track at Odina, just north of Sault Ste. Marie. There were no injuries. The derailment was caused by tampering with the switch.

--CN made a \$242 million profit during 1984, 14% higher than in 1983.

--Grand Trunk Corporation (wholly-owned by CN) finished 1984 with a \$14.3 million profit, following a loss of \$12.3 million in 1983.

--On Monday, April 8, the TH&B began to use MBS (Manual Block) dispatching, replacing train order operation. The change had been scheduled in March.

--VIA has installed a new passenger shelter at Dundas to replace the construction trailer used since the station fire. The new shelter is yellow, and includes such modern features as heating and a door.

--CP has recently run the STARLITE on a regular basis. Typically, the train is ordered at Toronto Yard at 1600, arrives at Aberdeen Yard (Hamilton) between 1900 and 2000, then returns. Previously, the STARLITE had run only as required.

--Chessie System (C&O) was planning to cease operation on most of its Windsor-St. Thomas line on June 1. CS trains will use the Canada Southern line from Windsor to Niagara Falls, N.Y. as a tenant of CN and CP. C&O's bridge in St. Thomas is reported to be in condemnable condition.

--Track on the CP Rail Waltham Sub. (see last run photo in June issue) between Wyman and Waltham, Quebec was torn up on the day after the Federal Election last September--the right-of-way became a snowmobile trail.

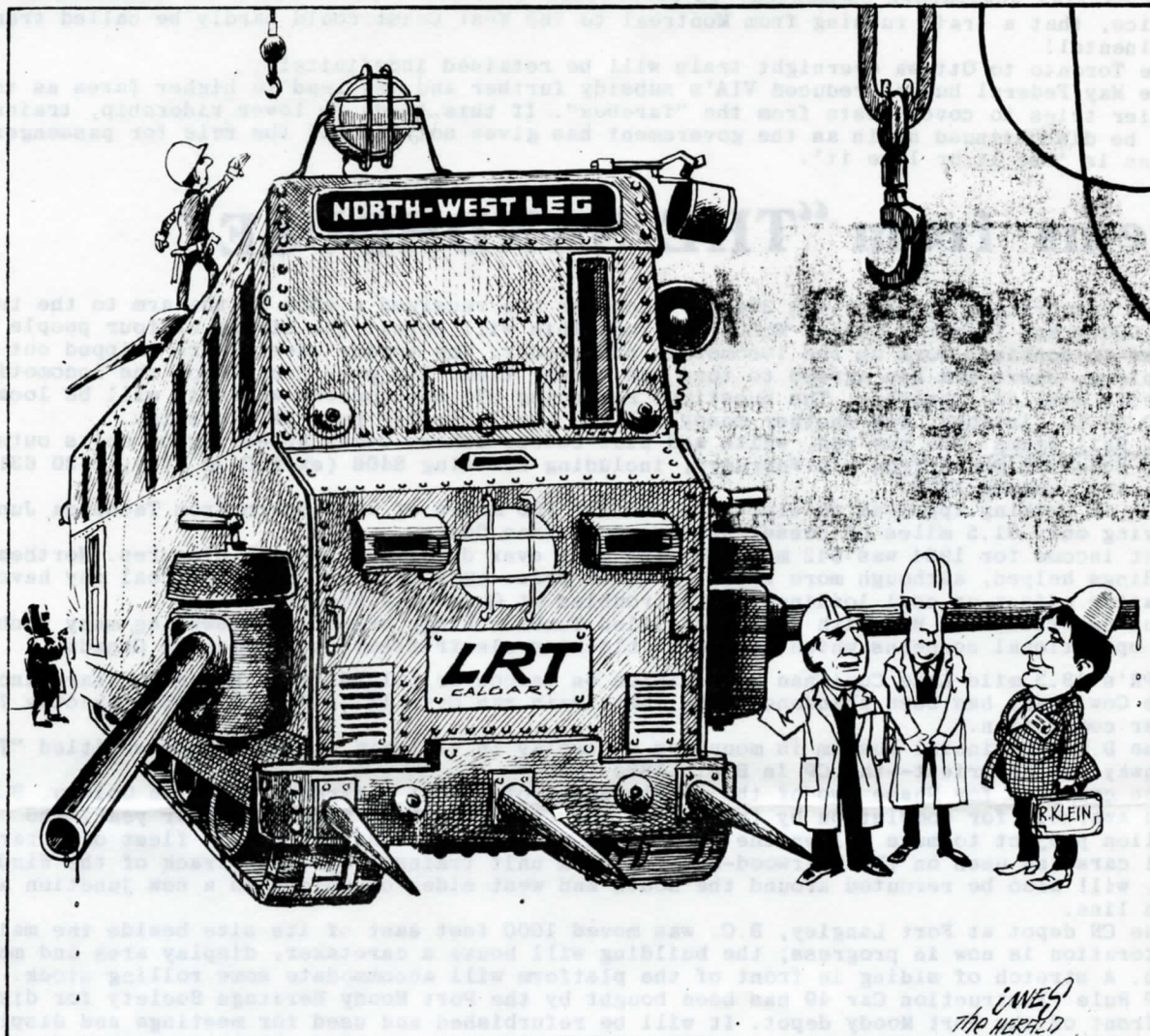
--The BC Transit Board of Directors has advertised for sale the demonstrator Siemens DuWag LRV which they obtained B.V.Z. (before Vander Zalm) when an LRT system was still under consideration (will this be the first LRV to be acquired by a trolley museum?)



**CALGARY**

THE BATTLE OF 9A STREET--NO. 2

--Calgary Herald cartoon from M.F. Jones



"For your transportation problems, I would suggest this model.

Fully equipped with armor and mounted with water canon for crowd control."

## STEAM ON THE DB IN 1985 by Erich Tschop

The special events surrounding "150 Years of German Railways" in 1985 are being very heavily publicized currently, as mid-May brought the first special trains. The German Federal Railways (DB) are already testing their newly refurbished steam locomotives and are training the men assigned to run them. As it is almost nine years since the last run of a steam hauled train on DB rails, drivers of steam locomotives are virtually no longer available, most of them having retired and the rest no longer used to running a steam engine.

As many people intend to ride on these special trains, you can imagine that DB did not want to risk any accidents. For this reason, test running should have started on the two lines involved at the beginning of this year. Because of the very low temperatures during January and February, these test runs were terminated in order not to risk damage to the newly refurbished steam engines. With the advent of spring and warmer temperatures, the test runs finally could start as planned and, in order to catch up with the delay, were operated on most days of the week during March and April. Of course, this meant that a lot of photos were taken and already in the railway press the steam engines can be admired in full colour, in service on the two lines in Bavaria which they will use during the coming summer.

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--CP Rail has filed to abandon most of the Truro (N.S.) Subdivision. Of the 57.84 miles, only the track from Windsor to Mantua would be retained, to serve a salt mine, with Mantua to Truro being abandoned. This former Dominion Atlantic Ry. line was once an important part of Nova



Scotia transportation. In the 1930s there was a mixed train daily except Sundays each way, while on Saturdays a mixed ran from Kentville to Truro and back.

--Another Nova Scotia line, that of the CN from Bridgewater to Middleton, is currently being dismantled.

--The Halifax newspapers commented, in connection with VIA's advertising of transcontinental service, that a train running from Montreal to the West Coast could hardly be called transcontinental!

--The Toronto to Ottawa overnight train will be retained indefinitely.

--The May Federal budget reduced VIA's subsidy further and may lead to higher fares as the carrier tries to cover costs from the "farebox". If this leads to lower ridership, trains may well be discontinued again as the government has given notice that the rule for passenger trains is 'Use it or lose it'.

## Items from "THE SANDHOUSE"

--The restoration of CPR 4-4-0 374 in Vancouver has received a shot in the arm to the tune of a \$50,000 grant from the Canada Works Program. This will permit the hiring of four people for 28 weeks to continue work on the locomotive and tender. The tender wheels were shipped out to Winnipeg, where CPR has agreed to turn and "true" them. The pony truck from the locomotive will receive similar treatment. The questions regarding 374 now concern where it will be located after EXPO 86 is finished, and whether money will be available for post-EXPO display.

--BC Rail Items: The new red, white and blue colour scheme began appearing on units outshopped from Squamish Shops from mid-February, including new slug S406 (ex-RSC-3m 567), C420 631, M630 722, and caboose 1879.

--BCR is seeking approval to electrify another 105 miles of line south from Tacheeda Junction, leaving only 61.5 miles of diesel haulage to Prince George.

--Net income for 1984 was \$42 million, the best ever despite pulp mill closures. Northeast coal loadings helped, although more recent news of price cuts paid by Japan for coal may have a negative effect on coal loadings, with troubles at Quintette Coal.

--The experience of BCR with the electrified Tumbler Ridge branch is answering many technological and operational concerns which have been blocking electrification schemes in Canada.

--CPR's 18.3 mile Lake Cowichan Subdivision on Vancouver Island, from Harvard (near Duncan) to Lake Cowichan, has been abandoned. The last train ran over it on Nov. 1, 1982, exactly 70 years after completion.

--The B.C. Provincial Museum is mounting a display in Victoria until October entitled "The New Highway to the Orient--the CP in B.C., 1885-1895."

--The contract for Phase Two of the construction of a coal car repair shop in Golden, B.C. has been awarded, for completion by the end of this year. This is part of a four year, \$50 million project to make Golden the repair and maintenance centre for CP's fleet of rotary dump coal cars (as used on the Sparwood-Roberts Bank unit trains). The main track of the Windemere Sub. will also be rerouted around the south and west sides of Golden to a new junction with the main line.

--The CN depot at Fort Langley, B.C. was moved 1000 feet east of its site beside the main line. Restoration is now in progress; the building will house a caretaker, display area and meeting room. A stretch of siding in front of the platform will accommodate some rolling stock.

--CP Rule Instruction Car 49 has been bought by the Port Moody Heritage Society for display in front of the Port Moody depot. It will be refurbished and used for meetings and displays. The station also contains a logging diorama.

--Talks have commenced in Vancouver towards acquiring some of the EXPO pavilions after the fair is over, to accommodate transport relics of all kinds. With joint Federal and Provincial funding, such a transport museum could also offer meeting rooms for local railfan societies, as well as seminars and displays.

--The Seattle Waterfront Streetcar Line is to be extended into Pioneer Square and on to the vicinity of Union Station, providing connecting service with the planned trolley coach tunnel under Third St. at its south portal. The streetcar fleet will have to be doubled to six cars; fortunately Melbourne (Australia) has an ample supply of the 1920s vintage cars as they are presently re-equipping all routes.

--Three Lisbon, Portugal streetcars have arrived in Pasadena, California (near Los Angeles) for a proposed downtown tourist trolley line. Built in the 1920s, they are European copies of single truck Brill cars, with a 45 passenger capacity.

--All of Vancouver's 240 Brill T48 trolley coaches have been sold for scrap. They are being cut up by Richmond Steel Recycling Ltd. Price was \$811 per coach. Four have been retained for preservation.

--CN has applied for permission to remove the Kamloops, B.C. station and to replace it with a shelter for VIA passengers.

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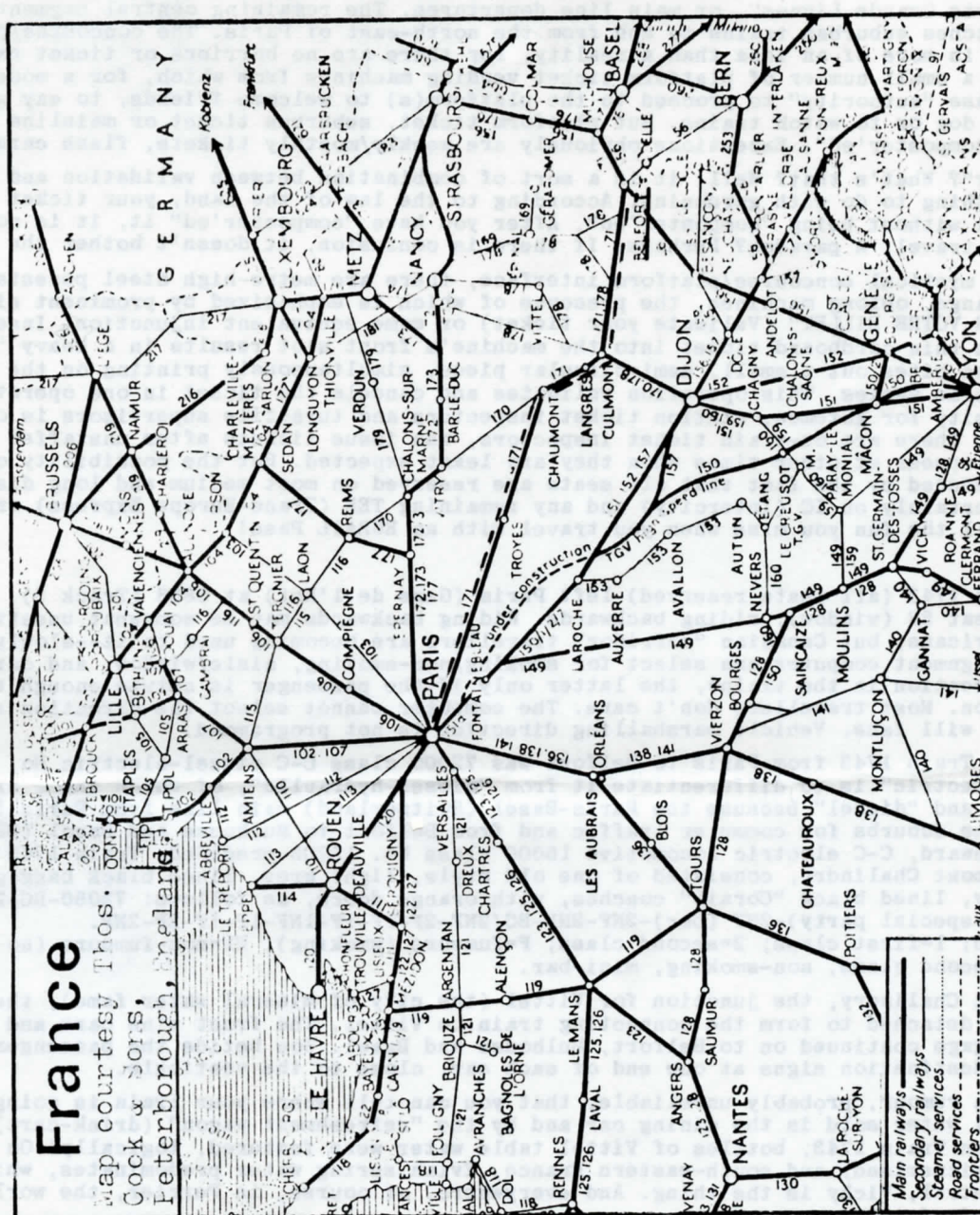
--On May 31st I rode one of the regular Buffalo Metro Rail trains from Amherst Station to downtown and back. They are carrying heavily, even with no bus connections until June 15. But on June 7 one of the trains snagged a pedestrian and cut his foot off. This was after the line had been tied up for 70 minutes while someone tried to figure how to replace a fuse on a crowded four-car train. No thought was apparently given to pushing the train with another until well along with the problem. Channel 4 ripped the NFTA up and down over that. Too bad. Washington recently gave NFTA a little over a million dollars, taking it from San Diego, Los Angeles and others.

--Al Kerr



# Day Train to Belfort

by  
SANBORN S. WORTHEN



Western European railways all have travel options intended to encourage rail travel through attractive, low cost fares. French National Railways (SNCF) is no exception. It has a "Carte Vermeil" (Gilded Card) for seniors (native or visitors) resident in France for more than six months and applicable on certain days, much like the "Red, White and Blue" fares once popular on Canadian National Railways. Once purchased for about \$10, the Carte Vermeil entitles the traveller to a 50% discount on regular first and second class fares outside commuter zones. There is also the "Billet de séjour" (roughly, Visitor's Ticket), entitling the traveller to a 25% discount on trips of over 1000 km on selected days, on the "Carte Vermeil" pattern. For the Billet de séjour, there is no residency requirement or qualifying ticket purchase. Alas! On the Sunday train to Belfort, neither of these discount plans was applicable. The Carte Vermeil was disqualified because it was a Sunday and the Billet de séjour was ruled out because the round trip distance was 886 km.

On the lines of the SNCF you buy suburban tickets, generally, from a vending machine, and from a ticket clerk for longer distances; for the latter you will have to have a reservation. Usually the clerk can generate a reservation through his computer terminal. To reserve space on some name trains and on all TGV's (Trains à grande vitesse), you can use a handy reservation machine; these are conveniently located in station concourses. When the clerk has identified/confirmed the reservation, he places a rectangular, preprinted card in the printer at his elbow and the blanks are filled in by the printer. The insertion of a second, preprinted card of a different colour results in the issue of a transportation "voucher". The two documents



constitute the ticket, the reservation card showing the space and the voucher showing the class, route and destination.

Paris, Gare de l'Est is enormous. It is of the classic "terminal" design, with a high, vaulted roof. There are 16 or more platforms accommodating some 35 tracks, the right hand part devoted to "Arrivés Grands Lignes" (main line arrivals) and the left hand equivalent reserved for "Départs Grands Lignes", or main line departures. The remaining central segment receives and dispatches suburban trains to and from the north-east of Paris. The concourse/platform interface is more of an idea than a reality, for there are no barriers or ticket examiners. There are a small number of platform ticket vending machines from which, for a modest sum, you can purchase "authority" to proceed to the platform(s) to welcome friends, to say goodbye, to walk your dog or to watch trains. But platform ticket, suburban ticket or mainline ticket, all must be "composter'ed". Exceptions obviously are weekly/monthly tickets, flash cards and passes.

"Composter"? What's that? Well, it is a sort of combination between validation and cancellation. It has nothing to do with gardening. According to the law of the land, your ticket isn't valid for travel without being "composter'ed". After you have "composter'ed" it, it is no longer valid for travel. A paradox? Perhaps. If there is confusion, it doesn't bother the SNCF.

Along the mystical concourse/platform interface, there are metre-high steel pedestals supporting bright orange, oblong machines, the presence of which is emphasized by prominent signs reading "COMPOSTER VOTRE BILLET" (Validate your ticket) or some equivalent injunction. Insertion of one end of the thin cardboard ticket into the machine's front slot results in a heavy "clunk" and the machine bites out a small, semi-circular piece, simultaneously printing on the ticket an alpha-numeric series. This operation validates and cancels the ticket in one operation. Thus, the necessity for gatemen, station ticket inspectors and turnstile supervisors is obviated. Of course, there are on-train ticket inspectors, who issue tickets after unstaffed station stops and appear at other times when they are least expected. But the possibility of fraud is further reduced by the fact that all seats are reserved on most medium and long distance trains, certainly on IC (Intercity) and any remaining TEE (Trans-Europe Express) trains. You can imagine all the fun you miss when you travel with an EURAIL Pass!

### Diary

SNCF Train 1743 (all seats reserved) left Paris (Gare de l'Est) at 0838 (Track 5), with me in Car 45, Seat 52 (window), riding backwards. Riding backwards may be somewhat unsettling to North Americans, but Canadian "corridor" travellers are becoming used to it--slowly. SNCF's space assignment computer can select for smoking/non-smoking, aisle/window, and car number (hence, location in the train), the latter only if the passenger is astute enough to make such a selection. Most travellers don't care. The computer cannot select the direction in which your seat will face. Vehicle marshalling direction is not programmed.

Power for Train 1743 from Paris to Belfort was 72000 class C-C diesel-electric No. 72080. "Diesel-electric" is to differentiate it from "diesel-hydraulic", of which there are some on the SNCF, and "diesel" because the Paris-Basel (Switzerland) main line from Paris is electrified only to the suburbs for commuter traffic and from Belfort to Mulhouse and Basel (Bâle). So, from Belfort onward, C-C electric locomotive 15000 class No. 15703 presided. Train 1743's consist, Paris-Culmont Chalindry, consisted of one old style, light grey, lined black baggage car and 15 light grey, lined black "Corail" coaches, with orange doors, as follows: 72080-BG-2F-1NF-1NF (reserved:special party)-2NF (bar)-2NF-2NF-BG/2NF-2F-1F-1F-1NF-1F-1F-2F-2NF. BG=baggage; 1=first class; 2=second class; F=fumeurs (smoking); NF=non-fumeurs (no smoking); 2NF/bar=second class, non-smoking, mini-bar.

At Culmont Chalindry, the junction for Vittel (the city of mineral water fame), the rear six cars were detached to form the connecting train to Vittel. The front nine cars and the old style baggage continued on to Belfort, Mulhouse and Basel. Woe betide the passenger who had not read the destination signs at one end of each car, close to the vestibule.

There is a rumour, probably unreliable, that you can tell where your train is going by the kind of mineral water sold in the dining car and by the "refreshment wagon" (drink-cart). For example, on Train 1743, bottles of Vittel table water were featured, logically! On trains to Geneva, Switzerland, and south-eastern France, Evian spring water predominates, while in the Massif Central, Vichy is the thing. And everywhere, of course, is Perrier, the world's first natural soft drink.

### Schedule

Km	Place	Actual	Schedule
0.0	Paris (Gare de l'Est)	0838	0838
	Gretz	0905	(pass)
	Longueville	0928	(pass)
167	Troyes	Ar 1008	1011
		Dp 1013	
	Vendeuvre	Ar 1031	
		Dp 1032	
222	Bar sur Aube	Ar 1048	
		Dp 1050	
263	Chaumont	Ar 1129	1131
		Dp 1131	
297	Langres	Ar 1143	
		Dp 1145	
308	Culmont-Chalindry	Ar 1155	1156
	(Detach last six cars for Vittel)	Dp 1200	
381	Vesoul (Peugeot automobile works)	Ar 1240	1238
		Dp 1241	

(Continued  
Below "Events")





# UCRS and other events and activities

by Ed Campbell

It is expected that the Society will have a sales booth at the Canadian National Exhibition beside CNR 6213 this coming August. Will you help? Please be prepared to do so if you are asked, and of course volunteer if you can.

Please do not forget the change in location of the July 19 and August 16 UCRS Toronto meetings: the location is basement room L8 of North Toronto Collegiate at 70 Roehampton Ave. Enter at south-west corner of school grounds; Roehampton is the first street north of Eglinton Ave. running east from Yonge St. (one block north of Eglinton Subway Station).

The July meeting will feature your pictures, either 35mm slides or 8mm or Super 8 movies. Please check with George Meek (416) 532-5617 and advise him of your intentions so that he can arrange the program and make sure that the correct projection equipment is provided. This is your chance to show some of your favourite slides or films. You will enjoy taking an active part in your Society.

The August meeting will feature 16mm sound movies. Bring yours if you can, but again call George Meek to advise him of your intentions.

Toronto meetings will be held in the Education Centre, 6th floor auditorium, College and McCaul Streets, starting again in September.

Contrary to the announcement in the June NEWSLETTER, there are no OSHOME meetings in July or August.

The UCRS is producing a 1986 calendar, which will probably be available before long.

Friday, July 19--Regular UCRS Toronto meeting (see above for location and program).

Friday, July 26--UCRS Hamilton Chapter will hold meetings during July and August at the regular location, the CNR station in Hamilton. Bring your newscast slides to Hamilton for the 8 p.m. meeting. Visitors always welcome.

Saturday, July 27 and Sunday, July 28--Steam (N&W 611) hauled excursions to Erie, Pa. from Buffalo and return, and chartered motor coach from Toronto to Buffalo and return. The situation is the same as reported in the June NEWSLETTER, i.e., there is space on the Sunday trip if you can get to Buffalo by your own means. There is no space left on the Saturday train.

Saturday, August 11--A TTC streetcar trip on a blue Sesquicentennial PCC, lasting seven hours. It will depart Roncesvalles Carhouse at 10 a.m., with a downtown pickup northbound on Church St. at Adelaide 20 minutes later. Fares: \$15 adults, \$11.25 children, payable on car.

Friday, August 16--Regular UCRS Toronto meeting (see above for location and program).

Friday, August 23--UCRS Hamilton Chapter meeting in CNR station, 8 p.m. This time of the year it is a pleasant GO train trip to Hamilton, leaving Toronto Union at 5:19 or 6:03 p.m. Only the 6:03 makes all stops. Bring your newscast slides; all UCRS members and friends are always welcome at Hamilton.

Saturday, August 24--The UCRS has organized a trip to Kingston and area by VIA Rail, with a bus tour of the Kingston area including the UTDC Transit Development Centre at Millhaven.

The bus fare from Kingston VIA station is \$11 adult, \$8.25 children. The chartered bus will leave from the Kingston VIA station at about 12:00 noon, following the arrival of Train 54 from Toronto (leaves Toronto Union Station 9:00); the special bus will return to the Kingston rail station in time for trip riders to catch Train 45 back to Toronto (leave Kingston 1858, arr. Toronto Union Stn. 2107). The one day round-trip VIA fare Toronto-Kingston is \$33.

411	Lure	Ar 1300	1301
		Dp 1303	
443	Belfort	Ar 1325	1325
		Dp 1328	

## Itinerary

Speeding through kilometres of Parisian suburbs, 1743 began the easy climb away from the Seine-Marne River system to the plateau. At Troyes, the train descended rapidly into the upper valley of the Seine, but thereafter regained the height of land between the Seine and the Aube. Descending the south side of the Aube Valley to Bar sur Aube, after a very short stop the train surmounted the Aube-Marne watershed, to cross the Marne-Saône Canal at Chaumont. Near the headwaters of the Marne, 1743 crossed another height of land into the Saône River valley, east of Vesoul. Another climb and another descent brought 1743 into the valley of the Savoureuse River, on the banks of which Belfort is situated.

The SNCF's Paris-Belfort main line runs at a narrow angle to many of the major river systems of eastern France. Thus, there are long side-of-the-valley stretches, with derivative curves, embankments, viaducts and bridges. It is an altogether scenic route. The views from the large windows of the "Corail" passenger cars are splendid, the interior noise level is minimal and the contoured, reclining seats are very comfortable. All station-stop arrivals were announced on the train's intercom system. Station stop lengths are specified: "Prochain arrêt, Chaumont; deux minutes d'arrêt." (Next stop, Chaumont; two minutes stop.)



Passengers detraining gathered near the vestibule two or three minutes before the train stopped. Venturesome types opened the manually operated doors and stood with one foot on the retractable bottom step as the train slowed to a stop. When the last detraining passenger had stepped to the platform, entraining passengers began to board. At most stops, there was no confusion and no unwarranted delay. Stationmasters or assistants signalled away the train promptly. They did not close the vestibule doors; these are self-closing, actuated by the acceleration of the train.

All motive power/rolling stock changes were rapid and efficient. At Chalindry, the diesel switcher was over on to the eastbound main line (left hand, in the direction of travel) before 1743 was stopped at the platform. The last six coaches were uncoupled and hauled back to the switch and then shoved forward to the right hand platform face where the road diesel--and the passengers--were waiting to resume their onward journey to Vittel. The engine was coupled up and the passengers had boarded by the time 1743 was in motion.

At Belfort, road diesel No. 72080 was uncoupled and had run forward through the switch to the engine shed; electric unit No. 15703 was coupled on and 1743 was in motion within the stated three-minute station stop. Belfort (pop. 60,000), unlike "all Gaul", is divided into two parts. The "Old Town" was built above the river valley at the foot of the rocky "mount" (citadelle) and was fortified as early as the 10th Century. The "New Town" is the more modern section in the river valley adjacent to the main railway station. Until the 20th Century, Belfort's importance was largely military, it being the easily defensible strongpoint in the gap in the Jura/Vosges Mountains barrier on France's eastern perimeter. Today, important electrical and mechanical industries flourish on the right bank of the Savoureuse.

On the arrivals/departures board above the ticket wickets in the station, some 85 arrivals and 89 departures are shown, the total depending on the day of the week, and special movements. Many of these are suburban services to neighbouring Montbéliard (pop. 35,000), 18 km south on the main line to Lyon and Marseille. The earliest arrival at Belfort is shown at 0117, the overnight express from Nice, Marseille and Lyon. In the opposite direction (south), the first service departs at 0129 for Lyon, Valence, Marseille and Nice. The last train of the day arrives from Montbéliard (local service) at 2352, while the last mainline departure is at 2309 to Mulhouse (49 km), on the way to Strasbourg or Basel, Switzerland.

The morning Train 1743 eastbound was comfortably full. Numbers of entraining and detraining passengers at Troyes, Chaumont, Langres and Vesoul seemed to balance. There was a general exodus at Belfort with only a residue of passengers onward.

The return to Paris on Train 116 from Basel and Mulhouse involved the same nine-car consist of the morning, hauled to Belfort by the same electric engine, No. 15703, and was taken onward to Paris by the same diesel unit, No. 72080. No coaches were picked up at Culmont Chalindry; there was but one stop en route, at Vesoul. The train was full; there were only one or two empty seats in the car. Judging by the comings and goings after Vesoul, entraining passengers had to search for vacancies, their reserved seats having been appropriated by other passengers. The "contrôleur" (ticket examiner) declined to assist.

The weather worsened at Paris and it was overcast/rainy almost all day. The sun made a brief appearance at Belfort, likely due to the influence of the Swiss Tourist Office, Switzerland being only two dozen or so kilometres to the east. Returning, it was raining at Vesoul and pouring at Troyes. Visibility through the windows was zero and passengers read, or dozed fitfully. Paris at 2119 was humid and chilly. It had been no kind of weather for a day trip to Belfort.

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