Newsletter

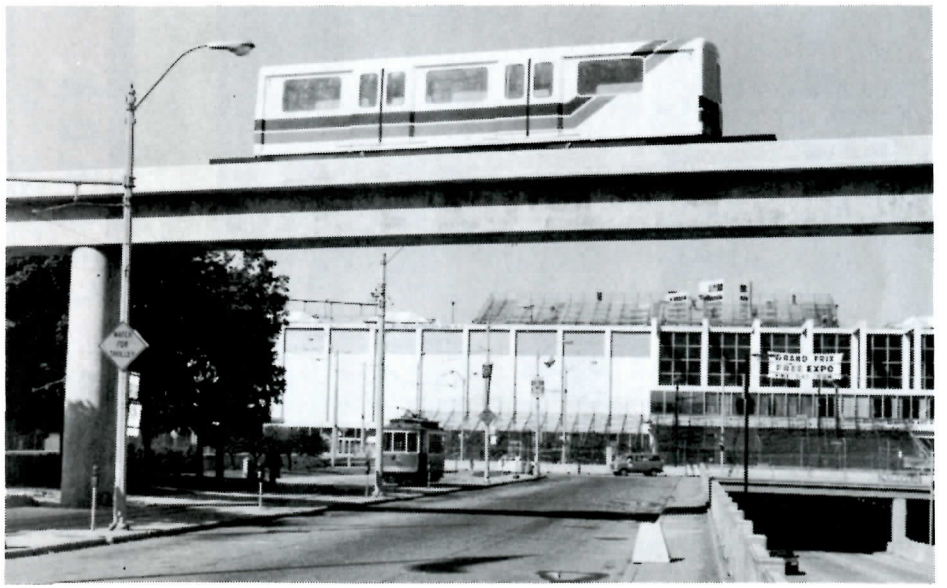
INCORPORATED 1952

NUMBER 430 AUGUST 1985

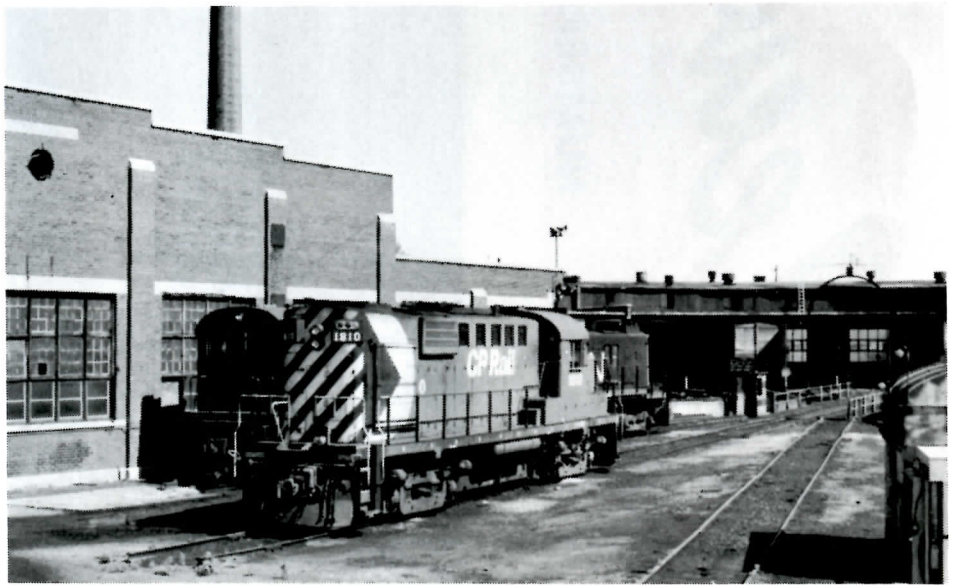
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

CPR's Goderich, Ont. station still presented an impressive if somewhat neglected appearance in June, 1985. Passenger service ended on Aug. 4, 1962, with the departure of Mixed 742 for Guelph, with several UCRS members aboard. --John D. Thompson

CNR Palmerston, Ont. station, June, 1985. View looks north: the line at right leads to Owen Sound and Southampton, on left to Listowel and Kincardine. --John D. Thompson



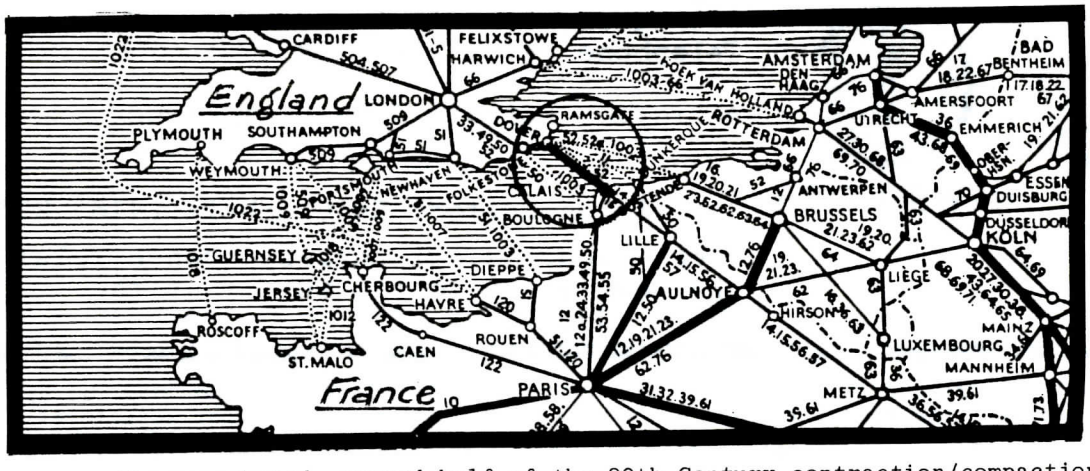
Preview of coming attractions: a mockup of a Vancouver ICTS car poses on a section of Detroit's Downtown People Mover. In the background may be seen a more traditional form of public transit, one of the Brill-built streetcars that serves downtown Detroit. See article this issue.
--Julien R. Wolfe



A rare visitor to Spadina Roundhouse, Toronto, in June, 1985, was CP 1810, perhaps being serviced after pinch hitting for a VIA unit on THE CANADIAN. --Terry Walsh

OVER-OR UNDER-THE WAVES

by Sandy Worthen



"CHUNNEL": an easily remembered, second-half-of-the-20th Century contraction/compaction of "Channel Tunnel", a proposal which must be as well known in the English speaking world as tea, colonies and Commonwealth, and one which was/is no less contentious. The modest proposal to dig a tunnel under the 40 km wide Strait of Dover, separating Great Britain from France, was first verbalized in 1881. Progress on the project was made: the British tunnelled about 1800 metres towards France and the French burrowed a similar distance. When Sir Garnet Wolsley, the "Commandant" of Dover Castle, found out about it in 1883, he persuaded the Board of Trade to stop the digging, because the French just might invade Britain through the tunnel!

Ninety years and billions of words later, work began again. This time, the tunnellers got 200 metres towards France before the Labour Party won the UK general election of 1974 and (unilaterally) stopped the digging. It was said that the choice was between the French/UK SST "Concorde" aircraft and the Chunnel. In the UK cabinet discussion, Anthony Benn, Member from Bristol (where Concorde was to be produced) persuaded his colleagues to keep the 'plane and plug the hole. The tunnelling machine (cost 550,000 pounds sterling) was mothballed (read "interred") where it lay in the ground. The Department of the Environment's Property Services Agency, which was responsible for oiling the machine and keeping it dry, just in case the project should be revived, pulled the plug on it and salt water hastened its inevitable end. It was sold for scrap for 20,000 pounds.

The Government of France lost interest after 1975, but interest revived in the UK in 1979, when British Rail published plans for a single-bore tunnel with a diameter of six metres. The then Chairman of British Rail, Sir Peter Parker, said Chunnel would recycle North Sea oil revenue. March 1980 came and Norman Fowler, then UK Secretary of State for Transport, invited proposals. September arrived and Mrs. Margaret Thatcher, the UK's Prime Minister, and the new Socialist French President, Francois Mitterand, concluded their first summit meeting by announcing new studies on Chunnel. It seemed as though Chunnel was on the agenda only because the summit had to produce something positive; there were, after all, remarkably few subjects on which a female British Tory and a male French Socialist could agree!

Meanwhile, the UK House of Commons' Transport Committee sided with a tunnel rather than a bridge--which engineers said could be built--for the Channel Link. The Anglo-French (A/F) study group reported in 1982, broadly favouring a tunnel, and now government officials began to talk positively about Chunnel as a "Channel Link". Then came the Falklands mini-war and the sinking of HMS SHEFFIELD by a French-made Exocet missile, and the Chunnel got short shrift, being shelved effectively, although a five-bank consortium reported in May 1984 that they favoured a twin bore tunnel.

Human memory being transient, Mrs. Thatcher paid a visit to France at the end of November 1984, during which she and M. Mitterand agreed to draw up specifications for Chunnel, in political horse trading which involved the European Economic Community budget. The specifications were published in May 1985 and Nicholas Ridley, UK Secretary of State for Transport, predicted a decision by the end of the year.

With the race on again, there are five declared starters. The Channel Tunnel Group's plan for a twin bore railway tunnel resembles the project abandoned in 1975 and is not unlike the tunnel scheme abandoned in 1883. It would be built to European loading gauge, which is larger than UK loading gauge, except for that of Sir Edward Watkin's Manchester, Sheffield and Lincolnshire Railway which terminated at Marylebone in London, on its way, it was said, to the Continent via William Low's tunnel. However, only present day trains conforming to the British loading gauge would be able to run from the UK tunnel portal onward to termini such as London, for obvious reasons.

Euroroute's combined bridge and tunnel, for both road and rail, is based on a similar 17 mile crossing of Chesapeake Bay in Maryland, which was opened in 1984. While the Chesapeake Bay

TO PAGE 5

NEWSLETTER

The Newsletter is published monthly by the Upper Canada Railway Society, Box 122, Station "A", Toronto, Ont. M5W 1A2.

Editor: Stuart I. Westland, 78 Edenbridge Dr., Islington, Ontario Canada M9A 3G2. Telephone (416) 239-5254

Assistant Editor: John D. Thompson (416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

Please address all correspondence relative to the Newsletter to the Editor at the above address.

--We regret to report the passing of Toronto member R.C. Jacobsen, UCRS No. 652, at his home on June 14. He had long been a regular attender of UCRS meetings and other activities.

--The Niagara Frontier Transportation Authority plans to operate a BRE-Leyland railbus between Blasdell and North Collins, N.Y., a 16-mile route through the South Towns suburbs of Buffalo, during September and October, on a demonstration basis. The experiment, using the line of the Buffalo Southern R.R., is to determine whether railbus commuter operations might prove to be either a cheaper alternative to LRT extensions (they undoubtedly are, up to a certain traffic level) or a temporary means to develop traffic along rail corridors prior to their electrification. BRE-Leyland will supply the railbus and an operator free of charge for the demonstration period. Although passengers will be carried, the operation will be for the primary purpose of giving NFTA an opportunity to study the technological, operational and maintenance aspects of the vehicle. Joseph D. Latona, NFTA Executive Director, sees the South Towns route and the line to the Tonawandas (the latter acting as feeder to the existing Main St. Metrorail Line) as the prime possibilities for railbus operation.

--from "Railway Flyer" (Western New York Railway Historical Society)

A SIEMENS-DUWAG U2 CONFERENCE--Fifteen transit officials from Edmonton, San Diego, Sacramento and Calgary attended a meeting in the last named city at the end of April to discuss areas of mutual interest in connection with the type of LRV that in common they operate or will operate. More particularly, they discussed the repair of U2 gear cases, major inspections, the training of repair personnel, maintenance management systems, and the sharing of the inventory of spare parts among the four operators. ETS personnel came back from the conference convinced that Edmonton is the leader in its approach to U2 maintenance technology, warranty and contract administration (even though each of the other three promises to outdistance Edmonton in mileage operated). It was decided to hold another similar conference in two years' time.

--ETS "Transit News"

AMTRAK THREATENS TO CUT MONTREAL LINK--Amtrak says that it may cut Montreal's passenger train link to New York City and Washington, D.C. in October unless CN lowers the rates which it charges the U.S. operator. The MONTREALER is running an annual deficit of $5.64 million U.S., with most of the losses incurred in Canada, said Clifford Black, an Amtrak official in Washington. CN charges Amtrak $2 million (U.S.) annually to use its tracks, a per-train-mile cost that is 2.5 times higher than in the U.S. If CN's billings could be reduced to U.S. levels, Amtrak would save about $1.2 million annually. If CN refuses to lower its rates, St. Albans, Vt., might become the new northern terminus for the route. Montreal passengers would be bussed to St. Albans. Alternatively, the overnight train could be changed to a daylight schedule. That would save on operating costs, as sleeping cars require larger crews and additional maintenance. Amtrak is soliciting public comment on the proposed changes until Aug. 25. Tom Van Dusen, Press Secretary to Transport Minister Don Mazankowski, said CN's business operations "are usually up to CN". But he added "There might be something that we might do". He said that officials of the Transport Department will meet Amtrak officials. "We would hate to see them pull out". CN and Amtrak officials were expected to meet July 17. CN said that it was "ready to listen and do our best; we simply want fair compensation". Up to 25 jobs in Canada would be lost if the link to Montreal were cut, said Guy Chartrand, President of Transport 2000. Except for the dining and sleeping car exmployees, the train's crew from Vermont to Montreal is composed of Canadians. "CN is overcharging", Mr. Chartrand said.

COVER: CN 4533 westbound about to cross Highway 21 south of Port Elgin, Ontario, en route to Ontario Hydro's Bruce Generating Station via the Douglas Point branch. See article this issue. Photo by John D. Thompson, June 12, 1985

bridge/tunnel is road only, its Channel counterpart would carry rail traffic in the tunnel throughout, with the road facility joining it for the central portion only. The tunnel portion would be built by dredging a trench on the seabed, laying a gravel base and then lowering pre-fabricated, reinforced concrete tubes which would be covered with rock to prevent accidental damage. The project involves the construction of two artificial islands, one on each side of the main central navigation lanes. The road bridges that connect the two islands to their respective coasts would be either viaducts or cable stayed. Road traffic would cross between the islands by descending in spirals into the tunnel.

Eurobridge's scheme is a development of a suspension bridge proposed in 1973 by Pell, Frischmann and Partners. It is designed to carry a 12-lane motorway on four levels and the design makes extensive use of new materials. The roadway deck would be constructed of an Estercrete (a Polyester reinforced concrete)-and-steel sandwich. The tube which encloses the motorway would be made of Superferrolo, a Shell concrete which is corrosion proof. A fibre from ICI Chemicals, called Parafil, which is six times lighter than steel for the same purpose, would, the designers say, enable them to stretch the suspended span to five kilometres!

Freeman Fox's design for a conventional suspension bridge proposes spans of two kilometres and Helmut Homberg's design for a stayed cable bridge contemplates 550 and 850-metre long spans.

There are no serious plans for a railway bridge nor for a bored tunnel for road traffic, which latter scheme would pose severe ventilation problems and would be extremely expensive, since the cost of tunnelling increases in proportion to the square of the radius of the tunnel. Both road bridge and tunnel face the yet unresolved question of which rule of the road would be used in the tunnel: left or right. Loonies have advocated a bridge with a "terminal" in the middle for changeover, while the UK government's Invitation to Promoters published in May 1985 said that the French will drive on the right and the British on the left, so leaving unused one half of the dual roadway! (That half is for piling up the wreckage--Ed.)

Of the eight schemes of 1982, the three tunnellers have merged and John Laing Inc. has dropped its idea for a submerged tube tunnel. The odds are that the five current starters will be down to two or three before 1986. Each proposal has to surmount three hurdles if it is to get off--or get under--the ground: technical, financial and political.

The tunnel concept does not have many technical problems in its construction, as the Victorians proved in 1881-83. Trial borings in 1964-65 proved that the lower chalk that runs under the Channel from Shakespeare Cliff near Folkestone to Sangatte near Calais is more or less continuous and of low permeability. While there is still the possibility that a major geological fault would lie on the route--and the route did have to be altered in 1973--it is a remote one. A more significant technical problem is ventilation. Although electric trains produce no fumes, they do produce heat, and so cooling will be necessary. The Anglo-French (A/F) study group said that the Channel Tunnel Group's service tunnel might have to be enlarged to 5.5 metres to permit the necessary air flow. This requirement could increase costs considerably, since it may not be possible to bore it in one pass.

On the financial side, the tunnel is least likely to suffer cost overruns. The A/F study group said in 1982 that it considered that tunnel cost estimates of 1800 million pounds "are likely to be reasonably correct." Traffic forecasts are even more uncertain. A/F's low-growth forecasts predicted that the tunnel would carry 11 million passengers by the end of the century, with central forecasts somewhat higher at 20 million.

While financing "Channel Link", whether rail or road, will be a risky business, the political hurdle is more subtle. The construction front runners are all British, except for Euroroute, which therefore starts with an edge over its competitors, and knows it! In this highly political project, "who" knows "whom" will be as important as any technical consideration. Certainly there will be lobbying from ferry operators and port authorities, not to mention sectors of the bureaucracies themselves. Ferry operators already have predicted the end of all kinds of cross-Channel ferries, if the "Channel Link" is approved. This final effect is unlikely to be extreme, for ferries have duty free shops and other amenities not available on "Channel Link", road or rail. It would seem that the ferries have more to worry about from the road bridge than from the Chunnel; the latter might leave enough traffic for a supplemental surface scheme.

In the end, governments will have to decide whether "Channel Link" will be road or rail or both. Road promoters claim that four fifths of the traffic is by road, therefore a road link is logical. This estimate is misleading because it includes a number of short journeys. The railway holds a much larger share of the long distance market and crossing the Channel involves a minimum of 25 miles. Currently, about half the passengers crossing the Channel by ferry travel by car or coach; the rest travel by train (or on foot). The decision on this question likely will come from the Government of France, which favours some form of rail crossing.

Proposals to build anything which may obstruct shipping in the Channel have to be ratified by the International Maritime Organization. While the UK and French governments could exert pressure on this body if they so wished, negotiations towards ratification could become bogged down easily. There is also the possibility that governments may have to provide financial assistance in the event of bankruptcy of the builder(s). Bridge completion or demolition in such a circumstance is far and away more expensive than simple flooding of portions of a tunnel.

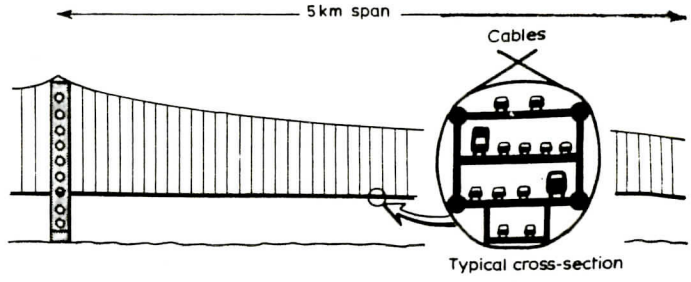
With plans going forward for a "Channel Link"--probably a tunnel--competition is warming up between British Rail (BR) and the French National Railways (SNCF). Quite naturally, BR wants British high speed (225 km/h) "Electra" trains to run through Chunnel. It has said already that it will oppose plans for the SNCF Train a grand vitesse (TGV) to do the same. On the other hand, SNCF wants to run a version of the TGV right through to London from Paris. The new TGV ATLANTIQUE will run from the French capital to "La Manche" at a top speed of 300 km/h on a combination of dedicated/multi-purpose trackage. In addition, the SNCF is prepared to build an entirely new line to the Chunnel, but BR has said it will not construct new, dedicated track

The five cross-Channel contenders

Details of costs and construction are those provided by the promoters. Bridges to the scale of the Humber Bridge.

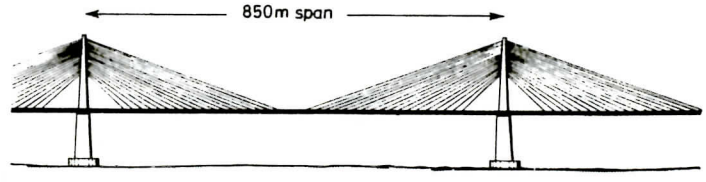
Eurobridge Studies Group

Proposal: A seven-span suspension bridge, carrying 12 motorway lanes, on four levels, enclosed in a tube. The group says it would also be prepared to build a single 6-metre bore railway tunnel. The tube would be 70 metres above sea level.
Length: The bridge would be 35 kilometres long.
Crossing time: 22 minutes, at 96 km/h.
Capacity: 6000 cars/hour in one direction.
Cost: £3800 million, in 1983.
Construction time: five years.
Membership: An informal group. The bankers are the European Banking Company and the consulting engineers Pell, Frischmann and Partners.



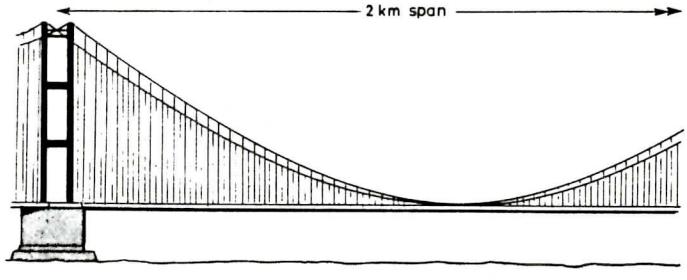
Hellmut Homberg and Partner

Proposal: A 48-span stayed cable bridge. The maximum span is 850 metres. The bridge would be 65 metres above sea level.
Length: 37 kilometres.
Crossing time: 23 minutes at 96 km/h.
Capacity: 3000 cars/hour.
Cost: about £2750 million.
Construction time: —
Grouping: Helmut Homberg has built several stayed cable suspension bridges.



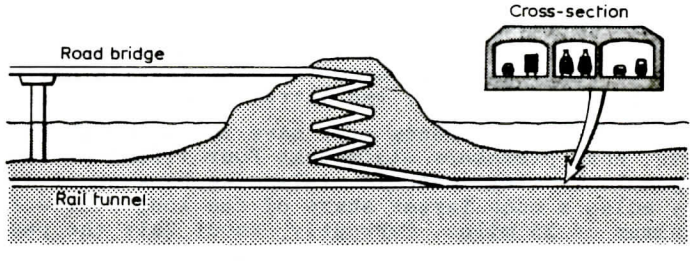
Linkintoeurope

Proposal: Eighteen suspension bridges with two-kilometre long spans. For road traffic only, the bridge has six lanes.
Length: 38 kilometres.
Crossing time: 24 minutes at 96 km/h.
Capacity: 3000 cars/hour.
Cost: £2500 million.
Construction time: —
Grouping: Freeman Fox Ltd is behind this scheme, although Linkintoeurope is an independent company.



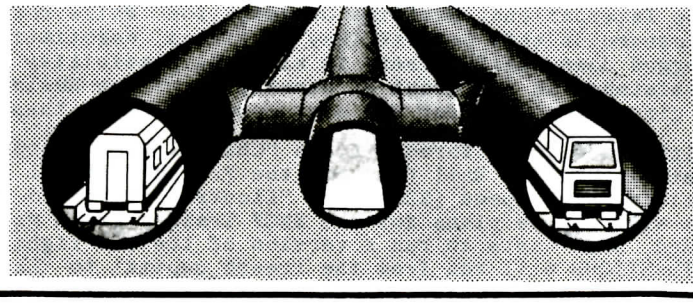
Euroroute

Proposal: A submerged tube tunnel running between artificial islands construction about eight kilometres off the French and English coasts. The tunnels will carry both road and rail traffic, with two railway tracks and four road lanes. The two artificial islands will be connected to the coasts by bridges, for road traffic. The railway tracks will continue in tunnels.
Length: 36 kilometres.
Crossing time: 23 minutes at 96 km/h, trains would be limited to 160km/h.
Capacity: 2000 cars/hour, in one direction by road. Trains could run every 2½ minutes.
Cost: £4000 million, in 1983.
Construction time: five years.
Membership: Alsthom-Atlantique, Banque Societé Generale, British Shipbuilders, British Steel Corporation, Fairclough Construction Group, Grands Travaux de Marseille, John Howard Group and Trafalgar House.



The Channel Tunnel Group

Proposal: Two railway tunnels bored through the chalk 40 metres under the sea bed. Each tunnel would have a 7-metre bore. A service tunnel in between them would have a 4·5 metre bore. Road traffic would be carried by ferry trains.
Length: 49 kilometres, of which 37 is under the sea.
Crossing time: 25 minutes for road vehicles. Trains would have a maximum speed of 160km/h.
Capacity: more than 7000 cars/hour, in one direction.
Cost: £1900 million, in 1983.
Construction time: six years.
Membership: Balfour Beatty, Costain, National Westminster Bank, Tarmac, Taylor Woodrow and Wimpey.



from Chunnel to London.

When is "when"? The NEW SCIENTIST hedged its bets in October 1973 with the headline "Under the Channel by 1980?" The latest developments seem to rule out 1990, only five years away. But maybe there will be a Chunnel by 2000; after 117 years of start/stop, something ought to happen. But none of the bookmakers consulted by NEW SCIENTIST was willing even to quote odds on the end-date of the project.

Sources: J.D. Welsh, Dorval, Quebec; NEW SCIENTIST, London, England, October 11, 1973, May 2, 1985. Map: Thomas Cook Continental Timetable; Sketch: NEW SCIENTIST, London, England.

SOUTHWESTERN ONTARIO RAIL OBSERVATIONS

by John D. Thompson

A trip by car to visit my family near Kincardine, Ontario during mid-June provided the opportunity to inspect some points of rail interest along the way.

My first stop was at Palmerston which, until the late 1950s, was the hub of an extensive branchline mixed train network. The two storey insulbrick covered station was still standing, looking somewhat the worse for wear. The yard was filled, chiefly with 40-foot boxcars, seemingly in "dead storage". The south leg of the wye was quite rusty from disuse. However, during the time that I was at the station (between 1 and 2 p.m. on a Monday), the wayfreight from Stratford and Wingham showed up, coming in on the north leg of the wye. The train comprised a Geep and about 10 cars. A crossing attendant told me that it was en route to Hanover to do some work. This same person also informed me that he and a couple of other local people had made arrangements with the town of Palmerston to repaint Mogul 86, on display in deplorable condition near the station. This time, a security fence will be erected after the missing hardware (gauges, etc.) is replaced. Incidentally, the station waiting room was being used for painting crossing signs. Passenger service (RDC) through here ended with the time change in October, 1970 during a monumental purge which eliminated the trains to Kincardine, Southampton, Owen Sound, and Goderich.

Proceeding westward to Listowel, I discovered that the CPR station, located downtown, had been demolished, presumably not long ago, as indicated by a pile of bricks on what I took to be the site. However the CNR station, a nondescript frame structure located several blocks north of the main street, was still standing; it is used by the Kinsmen's organization.

My next stop was Wingham, where the distinctive CN station, located on the main street, was still present, looking a bit shabby. Presumably it is owned by the town or some organization, otherwise it would have long since disappeared.

While visiting my relatives, I checked out the CN at Southampton and Port Elgin. The rails have been lifted between the two towns (some five miles apart) this work having been performed since my previous visit in August, 1984. In fact, the track is even gone from in front of the Southampton station, now Spike Muldoon's Restaurant. His ex-CNR wooden caboose, which last August sat on the track in front of the brick station in rather decrepit condition, now sat in the parking lot, resting on the asphalt surface. I wonder why he didn't arrange with CN to have a car length of track left in front of the station for the caboose. At any rate the car has been fixed up and repainted in a brown colour with the restaurant name prominently displayed to advertise the restaurant from the nearby highway.

At Port Elgin, the mainline track and a siding, both extremely rusty, terminated at a set of yellow bumper posts about a block north of the station site. Fortunately I had photographed the station in 1962. I would be interested to know whether it was demolished in the early 1970s, or sold and moved to another location, as was the Cargill station, about 15 miles down the line. At the south end of town is the wye leading to the spur built some 15 years ago to Ontario Hydro's Douglas Point Nuclear Power Station. I wonder why the rails were left into town, as there is no longer any industry there that is served by the railway--even the cattle loading chutes are gone.

While poking around town, I was alerted by the sound of an air horn. I jumped into my car and drove south of Port Elgin to the point where the Douglas Point line crosses Highway 21, just below the town limits. Sure enough, a Geep was approaching with about six cars, the one next to the caboose being a four truck depressed centre job carrying a generator or something of the sort. Despite the newness of the track, the train was only making about 20 MPH, so I was able to catch it several times at intersecting side roads.

On Thursday, June 13 I started back to Toronto, with Goderich being my first stop. Neither CN nor CP were operating anything, due to a strike at the local salt mine which provides the bulk of business here. Both stations are still intact and in use by the railways. CN's is an impressive two storey brick structure, with the platform canopy still standing. The nearby freight shed, however, was in derelict condition. The CP station, an attractive red brick building, is located at the other side of town, near Lake Huron. The facility is used for offices, with maintenance equipment being stored in the baggage room. A single track engine shed is situated across from the station. Still in place, and evidently still usable (perhaps for turning snowplows) was a classic "armstrong" turntable. Incidentally, a CPR 0-6-0, the former Goderich yard engine, is displayed inside the local museum.

Turning eastward, I stopped at Blyth, some 20 miles away. The CP station which I had photographed about 10 years ago was gone (demolished?) but a traditional steel water tank was still standing across from the station site. Presumably it was sold by the CPR to the town following dieselization. About a quarter of a mile east of the station site the track goes under the CNR

embankment in an unusual stone arched tunnel, more like something you would expect to see in Britain than Ontario.

During the balance of my journey homeward there wasn't much to see before Stratford. I stopped off at Clinton, Seaforth, Mitchell and Dublin, but the stations in these towns were not to be seen. The Stratford station, located a few blocks southeast of the business district, had been repainted. There is an attractive lawn on its west side. I waited to photograph a set of west-bound RDCs at 1820, when the sun was quite favourable. Over by the freight office east of the station were a wide cab unit, a 'B' unit, and a Geep, shut down. The roundhouse, or at least part thereof, still stood over at the south-east corner of the yard. I didn't bother checking it out, as I gathered that it was no longer being used for locomotive maintenance.

From Stratford, I made an "express" run back along Highway 7 to Toronto. Thinking about the territory that I had covered on this trip, I regretted not having made such a journey 15 years ago, when there would have been far more stations and passenger trains to photograph. Ah, blessed hindsight!

FARES INCREASE--GO Transit fares went up an average 3.8 % on July 1. The two-part formula for calculating all single ride fares rose from a base charge of 42¢ plus a distance charge of 6¢ a kilometre to 44¢ plus 6.3¢. No changes, however, have been made to the discounting formula for 10-ticket books (or 10-ride POP tickets on the Milton line), monthly passes, group passes, and student rates. The minimum rail fare has been held at $1.50, and the bus minimum increased by 5¢ to equal that for the trains. The downtown bus surcharge remains 60¢.

Actual single-ride increases range up to 5% (the average being 3.8%) because all GO fares are rounded off when calculated. The increase does not apply to the Bayview and North Yonge C bus services, the exact cash fares for which are set by agreement with the local municipalities concerned. With this increase, GO hopes to improve the economic performance which has enabled it to hold fare hikes close to the annual inflation rate for the past two years. Its revenue/cost ratio has risen from 53.8% three years ago and 58.3 % two years ago to 60.4% in the last fiscal year, which ended on March 31. The target ratio of 65:35 set by the Provincial Cabinet in 1977 now seems attainable without large fare hikes.

FORMAL STATEMENT OF GO-ALRT CANCELLATION--The following is GO Transit's own verbatim statement in the matter of the change in plans of the Government of Ontario with respect to the GO-ALRT system:

Bi-level equipped GO trains will be providing a full schedule of service all the way from Oshawa to Burlington and, perhaps, Hamilton. This will be the result of a decision announced June 10 by the then Minister of Transportation and Communications, George McCague. He told the Legislature that a review of the GO-ALRT (Advanced Light Rail Transit) project recommended changing the plan to build a network of electrically powered Light Rail trains on Provincially owned rights-of-way in favour of extending conventional GO train service on the Lakeshore Line and eventually increasing rail service on GO's other routes.

McCague noted that the prime reason for initiating the GO-ALRT project was the historic relationship with the railways, which, as landlords, dictate the conditions and the costs of operating and expanding GO train service. He said that, under this arrangement, GO cannot control service frequency or costs, nor is there any assurance of long term commitment or service quality from the railways.

However, Federal legislation scheduled for passage this year is expected to change this relationship to allow all provinces access to the national rail infrastructure at reasonable rates and with long term commitment. This, McCague said, would give commuter service high priority with the railways and assure lower costs for GO.

The change in plans will allow the development of conventional GO train operation, using GO's bi-level cars, on the already graded GO-ALRT roadbed between Pickering and Whitby. Service to Whitby is likely to start in 1988, a year earlier than projected under GO-ALRT plans. Extending service to Oshawa should follow shortly after, although further study of the alignment and environmental effects must be done.

In the west, increased GO train service will be provided as far as Burlington on the existing CN right-of-way; talks will be held with Hamilton-Wentworth Region, to determine the best means of serving that area. --above two items from "GO News"

ANOTHER ALBERTA DAYLINER ACCIDENT--VIA Rail Budd car 6144, running on Calgary-Edmonton Train 197, cut a double semi-trailer in half at an unprotected grade crossing at Penhold, Alta. at 6:25 PM on July 24. Penhold is about 68 miles north of Calgary. The engineer, who was due to retire at the end of this year, lost his life in the collision as the whole front end of 6144 was crushed by the impact. The Dayliner came to a stop some 500 feet from the crossing. Twenty-five passengers were injured, but none sufficiently seriously to remain in hospital.

--M.F. Jones

CN OSHAWA EXPANSION--CN will spend $2.3 million expanding its facilities in Oshawa to meet projected increases in traffic from the area's major industries, especially General Motors. In 1985 up to six additional tracks and in 1986 a modern equipment repair facility will be built in the Oshawa yard, located near Highway 401, between Thornton and Thickson Roads. The expansion is being carried out mainly to tie in with GM's expansion plans, but when completed the new facilities will enable CN to give improved service to all Oshawa area customers. The new repair facility will allow most repairs to be done locally and quickly, reducing delays caused by moving bad order cars to MacMillan Yard for repair. One of the six new tracks will be used by the Equipment Dept. and the remaining tracks are to ease congestion and facilitate switching movements. --CN Great Lakes Region News

Canadian Transit in Detroit

by JULIEN R. WOLFE

Perhaps no American city has as high a Canadian transit presence as does Detroit. Foremost in this visibility has been the Detroit People Mover (DPM) project, being constructed under contract to the American subsidiary of Ontario's Urban Transportation Development Corporation. Unfortunately, the DPM project has attracted a considerable amount of criticism during the past six months, primarily due to cost overruns and quality control problems. Indeed, the South-eastern Michigan Transportation Authority, which has employed UTDC as its prime contractor, will apparently pass out of existence in late 1985 or early 1986, due in large part to the negative publicity developed by the DPM problems, which were consistently (and in some views unfairly) emphasized by the media.

There is no definite indication regarding what type of agency will replace SEMTA, although the Michigan House of Representatives passed in June a complex transit reorganization bill which would allow the Detroit Department of Transportation to keep its bus system, while creating an umbrella agency to oversee operations over separate city and suburban bus systems. The new legislation, which is expected to pass the Michigan Senate with some modifications by October, 1985, will apparently transfer control of the DPM to the city. Meanwhile, DPM construction continues with 19 defective concrete beams being removed from the guideway during May and June. The 2.9 mile single track elevated loop guideway should be completed by mid-summer, and it is expected that track, station and other work can start now that SEMTA, UTDC, the State of Michigan and the U.S. Urban Mass Transportation Administration have apparently resolved some contentious contractural problems relating to the $62 million cost overrun. Total project cost is now expected to be capped at $210 million. The first of 12 UTDC cars being produced in Kingston is expected to arrive in Detroit early in 1986. Due to the many problems affecting the DPM, the opening date, once pegged to be early 1986, then scheduled for October, 1986, is now said to be January, 1987.

As described in NEWSLETTER 423, page 13, a UTDC car which provided demonstration service in Vancouver in 1983 was displayed at the former SEMTA Renaissance Center commuter rail terminal during late October-early November, 1984. A second Vancouver car made an appearance in Detroit on June 19, 1985. However, this "vehicle", numbered 203 and painted in British Columbia colours (but with no logo) actually is an aluminum mockup of the BC car, and thus posed no problem for a lightweight crane when it was placed on the guideway over the John C. Lodge Freeway, so as to be displayed during the June 23 running of the fourth Detroit Grand Prix. Indeed, the TV pictures which were beamed to 40 countries quite often showed the mockup car and guideway structure, though few persons would recognize just what it was they were seeing.

Since the Grand Prix route crosses the Detroit tourist trolley line tracks at Cobo Hall, through service on the line is severed several days prior to the race, with the cars restricted to the former (and original) Cobo Hall-Washington Blvd. segment. This year, however, D-DOT left an ex-Lisbon trolley (Detroit No. 3) on display near the people mover guideway, making for interesting and contrasting shots with the UTDC mockup overhead (see photo, page 2). The trolley line was reopened on Tuesday, June 25, although No. 3 provided shuttle service for a day on the Jefferson Ave. segment prior to resumption of through service.

Another regular Canadian presence in downtown Detroit is the Tunnel Bus, operated by Transit Windsor. The yellow, blue and green vehicles operate to Kennedy Square up to 7:00 p.m. week-days and Saturdays, cutting back to the tunnel entrance from 7:00 p.m. to midnight, and all day Sunday. However, unlike the previous Tunnel Bus operator (the Detroit and Canada Tunnel Corporation), Transit Windsor promotes and operates a profitable special event service to Detroit, including scheduled service to all Detroit Tigers home baseball games, Detroit Red Wings hockey games, and a variety of concerts and other events. Regular fare is 85¢, with special event runs costing up to $1.50.

Equipment used by Transit Windsor includes its 35-foot 700 and 800 series General Motors coaches; the 40-foot 900 series GM coaches; and their newly purchased 400 series 40-foot Orions. As in past years, Transit Windsor brings in one or two articulated buses for the Grand Prix and peak Detroit-Windsor Freedom Festival week. This year Hamilton Street Railway's 8202 and a red and white Hungarian Icarus (with an Orion builder's plate) provided this supplemental service.

Finally, a small private carrier in Detroit, Hi-Way American Inc., has for two years been operating shuttle service within downtown Detroit between major office buildings and remote parking decks. Perhaps in recognition of the high standard of maintenance normally followed by Canadian urban transit systems, as well as due to the 30% discount on the Canadian dollar, this company has purchased quite a few ex-London Transit buses (including London Transit 7, 8, 12, 22), Hamilton Street Railway coaches (including 653, 654, and 655); Chatham Coach Lines (No. 572); Canada Coach Lines vehicles; and at least three TTC coaches (including 3717, 3749 and 3918, the latter in the TTC's red, white and black livery). All vehicles have retained their original colours, so a veritable rainbow of colour schemes, many from Canadian systems, can be seen in downtown Detroit, along with the MC-9's of Gray Coach Lines, which occasionally operate over the Detroit-Windsor-Toronto route for Greyhound.

Items

• A statistical summary of the effects of the April 1 terrorist bomb threat against the TTC system is as follows: Revenue passengers on Monday, Apr. 1 were down by 177,000 from the normal weekday total of 1.4 million. This figure is confirmed by the fact that Commission revenues for the day were down by $192,000 compared to the same Monday the previous year. The total cost of the bomb alert to the TTC was approximately $300,000, which includes overtime costs, lost revenue and the cost of additional services. Of course, police costs would be considerably greater than this. Despite the atmosphere of danger, ridership was quickly back to normal following Apr. 1, reflecting the confidence placed by the population of Metro in their police force and in TTC services.

• Queen Carline (Route 501) Study Results--The Commission has received the final report on the Queen Street service from the consultants who studied the line over a period of several months in 1984. This research was undertaken by the York University/University of Toronto Joint Transportation Program in order to provide an independent assessment of the overall operation on Queen St. The study placed particular emphasis on diagnosing the causes of gaps in service and the need for short turning which has resulted in considerable public criticism. Although critics of the Queen St. service have been vocal in the media, another recent survey found that 75% of riders on the route are satisfied with the service. The report confirmed that short turns are a necessary part of streetcar service adjustment techniques and, by and large, are well done. The recommendations of the study are separated into three time frames: The Near Term, Within Two Years (prior to delivery of the ALRVs) and After Two Years (following the introduction of the ALRVs into service). The TTC has already taken action on one major recommendation by increasing the round trip running time by five minutes in the afternoon rush period. This was put into effect on March 25 and had the effect of widening the headway by seven seconds from 2'33" to 2'40" without adding additional vehicles.The effects of this strategy will be studied after three months and after six months. Also being investigated are methods of improving the flow of information to Inspectors and Operators concerning short turns. The Commission will continue to pursue the implementation of traffic priority signals for transit vehicles in the downtown area. Looking to the longer term, the possibilities of using only ALRVs on the Queen route and the use of C.I.S. to improve communications are being studied, the latter having been one of the consultants' major recommendations.

• The new Hillcrest heavy overhaul facility (west of the main shop building) will be called the W.E.P. Duncan Building in honour of Wilfred Eben Pinkerton Duncan, whose career at the TTC spanned four decades. Mr. Duncan served as both General Manager of Operations and General Manager of Subway Construction. It was largely under his administration and direction that the original Yonge St. Subway line, opened in 1954, was designed and built. At the same time, the existing (1924) Hillcrest shop building will be named the D.W. Harvey Building after one time Commission General Manager David William Harvey, whose tenure spanned the years 1924-38. Under his leadership the TTC expanded service to new areas of the city and suburbs, Gray Coach Lines was formed, and TTC involvement was ensured in the research project that ultimately produced the PCC streetcar. The "Harvey" 3-door trailer design (cars 2701-3029) is attributed to him.

• Last November the Commission was approached by the Half Price Metropass Coalition to lend support to the latter's proposal for reduced fares to financially disadvantaged people, including the unemployed, recipients of social assistance and worker's compensation, and students over 19 years of age. The Commission agreed to study the HPMC proposal and engaged a consulting firm to examine it in detail. This report has been issued and concludes that the TTC has a mandate to provide a safe and efficient transportation service and is not in a position to respond as a social welfae agency. The report estimated that the cost of providing concession fares to the above listed groups would be between $21 and $26 million a year in lost revenue which would have to be made up by others through increased fares. The report also found that an extensive social services network already exists with funding responsibility for those groups represented in the HPMC and that these agencies and departments of government are the appropriate ones to approach rather than the TTC.

• PCC 4545 has been repainted from its blue 1984 livery to the standard red and cream; at time of writing, 4536 was being held back from the paint bay until after the August 11 UCRS fantrip.

• The Howard Park Ave. saga drags on: the following is the "pithy" part of a letter addressed to the City of Toronto by the General Secretary of the TTC, responding to two requests earlier made by City Council:

"In addressing the two interim requests made of the TTC, our Operations officials have reviewed the following areas and provide the following responses:

(a) use only well maintained
PCC cars on the Carlton Street route late in the evening and early on weekend mornings;

The PCC cars are scheduled for retirement on a phased basis starting in 1986, and will be replaced by ALRV's. Until this phase-out commences, our staff will endeavour, to the extent possible, to schedule well maintained PCC and/or CLRV cars for late evening and early weekend morning service on the Carlton route, bearing in mind the maintenance demands on these vehicles.

(b) Advise City Council of the current status of the wheel grinding program, and the estimates and scheduling for replacing wheels on the streetcar fleet.

It has been operating practice to re-tire streetcar wheels as needed and this will continue. However, there is no formal program to replace wheels throughout the streetcar fleet.

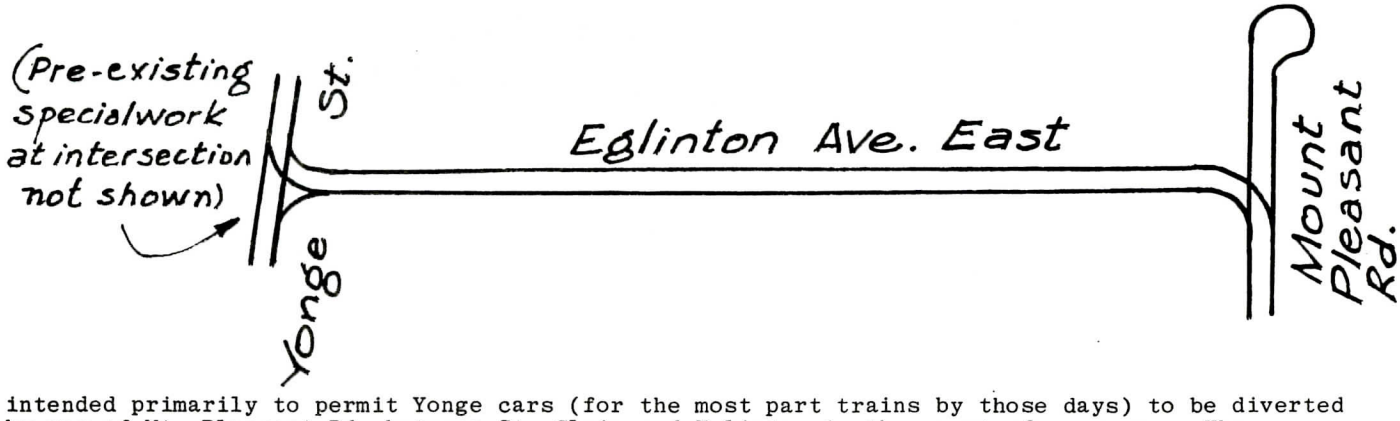
Insofar as the wheel grinding program is concerned, as of late, one of our two wheel grinding units has been out of service for repairs, but this unit is expected to be functional again very soon. We also have a portable vibration monitor which is used to detect wheel flats during field inspections, and this assists our carhouse wheel grinding program. In addition, funding has been budgeted for the acquisition in 1986 of a new automated grinding unit which will enhance our capability in this area."

In response to this letter, area Alderman Ben Grys wrote, in part, as follows:

"My office has continued to receive an incessant barrage of telephone calls from area residents about the noise, vibration and speeding streetcar traffic that travels along Howard Park Ave. The situation has not improved at all since City Council expressed its concern to the TTC and this response promises no improvement either in the near future. In short, it is simply inadequate and inappropriate. Under the circumstances, I am requesting that the City Services Committee recommend to City Council that it advise the General Secretary of the TTC to: a) Immediately eliminate the ALRV's (sic) from this route and use only well maintained PCC cars on the Carlton St. route at ALL times; b) Instruct the vehicle drivers to adhere strictly to the existing speed limit on Howard Park Ave."

After considering the above and considerable other correspondence related to the matter, City Council decided to ask the TTC to hire an independent consultant to report on solutions to noise and vibration problems caused by streetcars on Howard Park Ave.

- A Toronto Star article of July 12 quoted TTC Chief General Manager Alf Savage to the effect that the Commission is giving at least some consideration to the possibility of putting 30 PCC cars through a second major rebuild program to give them an extended lifetime. This would be representative of the complement of cars required for operation of the full length of the proposed Harbourfront-Spadina LRT line between Union and Spadina Subway Stations. The cost of a rebuild program of this nature was quoted as having been estimated at $15 million, as against the $20 million cost of 30 new CLRVs.
- Recent reconstruction of the pavement on Eglinto Ave. East between Yonge St. and Mt. Pleasant Rd. saw the removal of double tangent street car tracks which had been paved over following the opening of the original portion of the Yonge Street Subway. This trackage had been laid, with granite sett paving, in 1930, at which time it was probably intended to form part of a future Eglinton carline. It was not connected to operative trackage at either end, nor was there any overhead. In 1942, however, specialwork was installed at both ends and overhead was constructed. As may be seen from the accompanying diagram, the specialwork configuration was



intended primarily to permit Yonge cars (for the most part trains by those days) to be diverted by way of Mt. Pleasant Rd. between St. Clair and Eglinton in the event of emergency. The Eglinton Ave. trackage never saw regular service. During the early years of construction of the Yonge Subway it had been planned to continue streetcar operation between Eglinton and Glen Echo following the subway opening, and the Eglinton Ave. tracks would have formed the connection to the rest of the surface track system. Redundancy of the trackage following the subway opening came with the decision to operate trolley coaches on the upper portion of Yonge St. instead of PCC cars.

COUNTDOWN FOR SPADINA AS EMPLOYEES MOVE TO VIA--On June 28, CN bade an official farewell to some 105 Equipment Dept. employees in Toronto who have been transferred to VIA Rail Canada. By the end of September, about 500 employees will have left the CN payroll to go to VIA because CN will no longer be responsible for repairing and maintaining intercity passenger train equipment at Toronto. The transferred employees will work either at VIA's new Toronto Maintenance Centre at Mimico or at Union Station. The Toronto relocations are part of a national agreement between CN and VIA which will see some 1,100 shopcraft and clerical workers transferred to VIA Rail shops at Toronto and Montreal. It is anticipated that VIA will also become responsible for all operating personnel on passenger trains, resulting in additional transfers to VIA during the next two years. The unions involved in maintenance of the trains include the Canadian Division of the Brotherhood of Railway Carmen, International Brotherhood of Electrical Workers, International Association of Machinists and Aerospace Workers, and the Canadian Brotherhood of Railway Transport and General Workers.

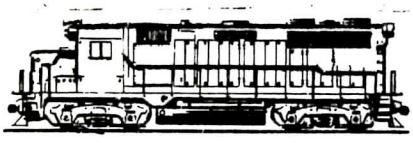
VIA has identified 421 shopcraft positions and 102 CBRT jobs to cover personnel requirements at the TMC and at Union Station. Initially, 93 scheduled positions and 12 supervisory staff reported June 28, the day upon which the first train (an LRC) was received at VIA's new shop. Although employee transfers are considered permanent under the terms of the agreement, should a work load reduction occur at VIA during the next three years, junior employees who cannot

hold work at VIA have the opportunity of exercising their seniority back within Canadian National.

As a memento of their days at CN, each active employee at Spadina will be presented with a 16"x20" colour print entitled "Spadina Shops 1928-1985". The limited edition picture depicts three eras of rail transportation: steam (a 4-8-4), Turbo, and LRC, over a panoramic view of Spadina Roundhouse and environs (a real collector's item for railfans in the years to come). It is expected that the roundhouse doors will close for the last time and that the last coaches, cleaned and serviced, will have been dispatched from the coach yard by the end of September.

--CN Great Lakes Region News

MOTIVE POWER



and car equipment

--CN will soon be taking delivery of a new series of 52'"low deck five-pak" piggyback flats specially designed for service through the St. Clair Tunnel (Sarnia-Port Huron). The equipment, built by National Steel Car, will carry truck trailers in the Toronto-Chicago LASER service. A prototype car underwent extensive test loading and unloading evaluations at Brampton Intermodal Terminal in June, and assessments of tunnel performance were due to commence in July. The cars are of a well type, expected to contribute to fuel savings because of decreased wind drag. The cars are over 270 feet long and consist of five individual permanently coupled "decks", with each deck sharing a single truck at the four internal coupling locations. As each new car is received, it will be added to the existing Toronto-Montreal LASER fleet to test its performance. All 52 cars are expected to have been tested by the early September start-up of the Chicago-Toronto-Montreal LASER service.

--CN Great Lakes Region News

POWER NOTES BY BRUCE CHAPMAN

CN Stored Serviceable: at Halifax, 2505-09, 2514-15, 2518-19-20, 3648, 3678. Moncton, 1770, 1775, 3102, 3106, 3107, 3631-2, 3656, 3659, 3661, 3671, 3673. Sydney, 3618, 3686, 3840. Charlottetown, 3625, 3677. Edmunston, 3669, 3839. Senneterre, 4467, 4578. Calder, 4283, 4339.

Stored Unserviceable: Moncton, 1762, 1767, 1779, 1781 (the 1781 will be rebuilt for use in the standard gauge yard at Port aux Basques, Nfld.), 3105-3116, 3619, 3634, 3638, 3649, 3658, 3680, 3685, 3692, 3695, 3697, 3699, 3700, 3705, 3706, 3709, 3737, 3201, 3206, 3218, 3232, 3235, 3237, 3239. Pte. St. Charles, 1214, 3117, 3714, 3716, 3722, 3724, 3730, 3734, 3743, 4210, 4376, 5106, 9315. Transcona, 214 (for rebuilding), 1209, 4275, 4306, 4367, 4405. Taschereau, 8049, 8053, 8170, 8182, 8189. The Pas, 4271. MacMillan, 4274, 4587. Ft. Erie, 4516, 4525.

Renumberings: 224 to 7524, May 26; 221, 226 to 7521, 7526, May 30; 214 to 7514, no date; 4485 to 7004; 4519 to 7006; 4521 to 7007; 4522 to 7008; 4535 to 7009; 4327 to 7010; 4580 to 7011; 4501 to 7012; 4575 to 7013; 8613 to 8707; 8513 to 8708; 8504 to 8709; 300 to 8710.

Retirements: 8029, 8186, 4119 (wreck), 4221, 4233 (wreck), 4234, 4237, 4328, 4512, 4584, (wreck), 1230, 1237, 1238, 1255 (wreck), 1257 (fire), 3723 (wreck), 3837 (wreck), 4492 (wreck), 4504, 4514, 7177, 7916, 8060, 8065, 8192, 8194, 8195, 8243, 8050, 8164, 8166, 8167, 8171, 8191, 8229, 8232, 8242.

Miscellaneous: Only 19 MLW 539-engined switchers remain in service: Montreal: S4's 8037, 8055-57, 8061-62, 8066, 8069, 8071, 8073, 8077-79, 8163, S7 8214. Moncton: S12's 8239, 8240, 8244-5.

CP Rail Off the roster: 6581, 6598, 6604.

Stored Unserviceable: 7050, 7054 at Winnipeg; 6538, 7027, 7052 at St. Luc, 7099 at Sudbury.

Rebuildings: 5412, ex-QNS&L SD40 216 left Angus Shops May 30; 8143 emerged from Weston as 1273 on May 28; 1834, ex-8776, left Angus June 17; 1595, ex-8699, left Ogden June 12; 1272, ex-8116, outshopped Weston June 21; 5406, ex-QNS&L SD40 210, left Angus July 2; 1596 ex-8805 left Ogden July 4.

Miscellaneous--6591, which is to be preserved at Smiths Falls, Ont., was delivered to the CN interchange there on June 6. While sitting on the interchange, it sustained $1000 worth of vandalism.

VIA is leasing from CN'F' units 9151, 9158, 9163, 9168, 9176 and also 3103.
--6527 was renumbered to 6314 after rebuilding at CN's Moncton Shops.

Miscellaneous Motive Power Items: BCR units still painted in green with wide white stripes on nose: RS18's 605, 614; M420 643; M420b 681; M630's 705, 712, 713, 715, 717; C425 805; RDC's BC11, BC12, BC30; in red-white-blue as of mid-March were C420 631, M630 722, caboose 1879. RS3 567 has been rebuilt to slug S406.
--It is reported that DEVCO RS23 200 has been sold through the Diesel Supply Co. in Montreal

to the Greater Winnipeg Water District Ry, while 201 has gone to Spruce Falls Pulp and Paper at Smooth Rock Falls, Ont. The 202 is still up for sale.
--CV has retired DW&P RS11's 3607 and 3610; preceding them were 3602, 3603, 3613, 3614; GTW Geeps 4441 and 4448 are now on the CV.

CP RAIL INVENTORY CHANGES, MAY 31, 1985: DELETIONS

Unit No.	Class	Type	Year Built	H.P.	Date
6556	DS-6f	Yard	1956	660	Sold to Simplot Chemical, May 1/85
6581	DS-6h	"	1957	"	Retired May 13/85
6598	"	"	"	"	" " "
6604	DS-6j	"	"	"	" " "

HAMILTON AREA NOTES by Doug Page and Mike Lindsay

--Hamilton has turned into a C424 enthusiast's paradise. CP Rail power on the BU-CP and CP-BU: 4228-4219-4200, 4210-4250-4230. 4200 was the first CP C424 and has quite a few differences from its sisters (flat fuel tank, RS18 type dynamic brake resistors, etc.). Also, the Nanticoke Turn on the TH&B has been using 4226-4208-4246.
--On June 19, the shells of CP Rail S2s 7023, 7026 and 7059 were dispatched on the STARLITE to Hamilton for scrapping.
--TH&B GP9 403 was returned to service in June; also TH&B GP7 74 (the only Geep with fresh paint) was pulled from the John St. dead line and returned to Hamilton.
--It has been reported that the ONR shops will be rebuilding (under contract) a number of ex-Chessie GP40s (3700 series) which are owned by General Tank Car (GATX). The units had been previously stored in Maine (item fleshed out from that appearing in July issue).
--Canada Day weekend once again saw VIA using GO Transit equipment, usually in the form of complete bilevel sets, but on Friday, June 28 VIA No. 73 used GO GP40-2w 702 with conventional VIA coaches.
--According to Hamilton member Tony De Santis, TH&B Consolidation 103, which has been at the Hamilton Wentworth Pioneer Museum in Rockton, Ont. for the last few years, is no longer required by the museum (perhaps owing to embarrassment over the deterioriated condition of the engine). It has been proposed that an association be set up to move the locomotive to the Hamilton Museum of Science and Technology on Woodward Ave. More details will be presented as they become available.
--An LRC unit finally makes it to Hamilton! On June 30, VIA 6902 leading an MLW 'B' unit and conventional equipment on Train 73 gave up the ghost at Burlington after losing its air many times between Oakville and Burlington West. After Sarnia passengers were transferred to the INTERNATIONAL (making a rare Sunday Stop), the complete train, with the 'B' unit as power, was dispatched to the Hamilton diesel shops where an RS18 replaced the LRC unit. As a result of all this, No. 73 ended up two hours late at London. 6902 was returned to Toronto on the rear of the MAPLE LEAF on July 1.
--Port Stanley Terminal Rail has loaned one of its wooden ex-CN cabooses to the City of St. Thomas for use as a tourist information centre.

TORONTO AREA SIGHTINGS by Ben Mills

July 5: TTC RT-18 and RT-11 with logs and tree branches at Davisville Yard.
July 8: CP 1512-1519 Leaside Transfer; July 9: CN Mac Yd.: 9415-9428-9419 in from east; ditto 9505-5038-2116; 5263-2310-2106 and caboose 756329 out w.b. Leaside Javex plant; CN 9572; Union Station Track 4: CN 1241 and five car ballast train in station, ballast dumped on Tracks 1 and 2; More Mac Yd.: 1387 and 1384 shunting; 7727, 7728 dead in yard; 1236-1316 + caboose arr. at yd.; 9592-9584-9445 in from east; July 10: Oakville Ford plant: CP 6706, 6712, CN 7706; Clarkson: CN 1359, 1358 light with caboose; July 11: Mimico: CN 5918-5924-VIA 6924-6929, latter two units being hauled dead; Oakville: CP 8153, 8141 to Hamilton, CN 4529 passing through light. July 12: Mimico: CN 9497-9512 on frt., 1359, 1349, 7731, 7952; Spadina: 4368; Don Yd.: 4563, 3736, 7179; new ties being laid on CP North Toronto Sub. in Ossington Ave. vicinity. July 15: B&O 3723, 3712, 3702, 3720 stored beside TH&B units at CP John St.; CP 7011 up to Parkdale; Mac Yd.: 2537-3621-2572-4518 w/b out of yd.; 5264-2308-2017 in from east; 4586 plus train with four units in centre: 9449-9434-7173-7952; 4519 in from Owen Sound; e/b in: 2564; w/b out: 9548-9543-9489; in from east: 5280-5417-5416. July 16: Mac Yd.: 2107-2305-2032 out e/b; 5409-5410-5411 (new SD50f's)-2110 in; w/b out: 5295-520- -5298-4941-9510 (last digit of second unit illegible); in from east: 4906-4965-9559-9442; from downtown: 9430-9567-VIA 6923 (dead)-8512; 2109-2108-2328 making up container train; transfer: 9417; crane 50471. July 18: Mac Yd.: in from east: 9630-9620-9409; 2570-1246 (latter dead) in from east; out w/b: 9550-3129-9403; out e/b:2307-2007-2110-1382 (capped stacks on last unit); transfer: 9534; to London 2024-2011-2020-2210-5029; in from east: 9621-9438-5294; from Newmarket Sub. into yd.: 9499 with approx. 12 car train. July 20: Mac Yd.: 2308-5533-5264 in from east; ditto 2327-2013-4586-4589; 9429-9575-9556 in from east with no cars; out e/b 5295-5260-2522; w/b in 9449-9436-9401; waiting to enter 9413-9425-9500; w/b in 2530-5263-2013-9524-9529 with about 175 cars. July 26: Leaside: CP 1537. July 27: CP 5673-5514-QNS&L 214 w/b from Toronto Yd.; CP 4739-5502 with about 100 cars of ballast, West Toronto. July 29: CN 4298 Leaside Javex plant; TTC 3012-3013 in 30-minute delay on Scarborough RT, cause unknown.

PSTR STARTS UP AGAIN--Port Stanley Terminal Rail restored its tourist operation to Union, Ont. for the July 1 holiday weekend after having been shut down for only two weeks. The Prudential Assurance Co. had, without stated reason, cancelled the liability insurance policy triggering the June 21 termination of operations. A replacement policy obtained by PSTR provides "two-fifths the coverage at three times the premium". There is now $2 million in coverage, but PSTR personnel refuse to divulge the extent of the premiums. Since reopening,

fares have been boosted by 50¢, to $4 adult and $2 child, in an attempt to cover the increased premium cost. Meanwhile, the other thorn in the side of the operation, a roadbed washout adjacent to Kettle Creek in Port Stanley, is simply being avoided. Boarding passengers have to walk further from the station. On July 6 a summer schedule was placed in effect, with two round trips on Wednesdays, Thursdays and Fridays and hourly service from 1200 noon on Saturdays and Sundays.

--London Free Press report from Mike Lindsay and **Peter F. Oehm**

TIMETABLE : SUMMER-FALL, 1985

VIA Rail Canada Inc

by John Moseley

The summer timetable of VIA Rail became effective on June 1, 1985, but it seems that it was not available to the public until two weeks later. The wait was well worth it. It is doubtful if so many improvements have ever before been made in the history of Canadian passenger trains in such a short period of time.

First, let's take a look at the highlights of the new timetable. Starting in Eastern Canada, a new full service train, the ATLANTIC, operates daily between Halifax and Montreal via St. John and Fredericton. The ATLANTIC, running partly through the U.S.A. (State of Maine), makes a connection with the Halifax-Montreal train, the OCEAN, at Moncton. The latter runs entirely over Canadian territory.

Perhaps the best news conveyed in the new timetable is the considerably improved trans-continental service offered by THE CANADIAN between Montreal and Vancouver. The schedule of the full service train has been reduced from four nights to three. Originating in Montreal, the train again gives a direct connection for Ottawa passengers going to Sudbury and western destinations. The Toronto section now leaves Union Station at 1255 and, as in former years, connects with the Montreal section at Sudbury. The stopover in Winnipeg has been reduced from 3 hours, 30 minutes to 45 minutes. This means that the transcontinental passenger no longer has the opportunity to take a shower and freshen up in a nearby hotel or to take a walk in downtown Winnipeg. The arrival in Vancouver at 0925 gives the passenger an excellent opportunity to view the Fraser River over breakfast.

The improved Western Canada service also includes the full service train THE SUPER CONTINENTAL, which operates daily between Winnipeg and Vancouver via Saskatoon, Edmonton, and Jasper. This means that the through passenger service between Jasper and Vancouver, which was discontinued in 1981, has been restored. THE SUPER CONTINENTAL connects daily with the westbound CANADIAN at Winnipeg. THE SUPER CONTINENTAL makes a direct connection with the SKEENA at Edmonton. This latter train (previously the PANORAMA) provides a tri-weekly service between Edmonton, Jasper, Prince George and Prince Rupert.

A new Railliner service departs from Sherbrooke,Quebec at 0815, arriving Montreal at 1030, after covering a distance of 99 miles. The return service from Montreal is at 1800 with an arrival in Sherbrooke at 2015.

Another new Railliner service out of Montreal operates daily between Mont Joli and Quebec (Ste. Foy), serving intermediate south shore points. The distance between Mont Joli and Quebec City is 210 miles, with a schedule of 4 hours, 30 minutes.

Effective June 3, a new daily Railliner service runs between Toronto and Havelock via Peterborough--a distance of 101 miles. It has an easy schedule of 3 hours, 25 minutes in both directions with an average speed of less than 30 mph.

Having thus covered the highlights, let's take a look at some of the other services. The connection between the new westbound ATLANTIC (Halifax-Montreal) and THE CANADIAN (Montreal-Vancouver) is much improved. In the past there was a stopover in Montreal of nearly eight hours. Now, the stopover has been reduced to exactly one hour. The eastbound stopover in Montreal, for Halifax-bound passengers off THE CANADIAN, has been reduced from 3 hours, 45 minutes to one hour. It may well be that these stopover periods are a little too short for punctual timekeeping.

The bus schedule between St. John's, Nfld. and Port-aux-Basques has been extended by 30 minutes in the eastbound direction and 15 minutes westbound. In common with all of the bus services in the timetable, no distances are given. One of the few mixed passenger trains in Canada runs between Bishop's Falls and Corner Brook. It runs daily with a leisurely schedule of 5 hours, 10 minutes to cover a distance of 138 miles. Passengers on this service are warned that freight operations could affect the schedules. This may well warrant recognition as the most unusual passenger service in Canada.

For the rest of Eastern Canada, there have been a few minor changes in the schedules. Our old friend--the taxi service between Senneterre, Quebec and Val d'Or--still operates tri-weekly over a distance of 36 miles. Is there any other railway in the world which operates such a service?

The first day train between Montreal and Toronto now arrives in Toronto at 1210 rather than 1455--a considerable improvement. It would seem that many of the timings on this line have been extended by 10 to 15 minutes. It will be interesting to see whether better timekeeping will be a consequence of such changes in schedule. The overnight sleeper service CAVALIER (Ottawa-Toronto) is still in service with no change in the schedule, despite strong rumours that the service was to be cut.

Amtrak services from Montreal and Toronto to U.S. destinations remain essentially the same except for the day service between Montreal and New York, which now has a Washington, D.C.

connection (arr. 0036).

And now for a general look at the timetable. VIA Rail still offers the CanRail Pass--a real bargain for the serious rail enthusiast. VIA also offers a number of souvenirs for sale. One of the most useful items seems to be a VIA sports bag. 'EXPO '86'to be held in Vancouver is already being advertised.

I find that I have developed a very strong personal dislike for the new LRC passenger cars. They appear to have been designed with the convenience of VIA personnel in mind rather than passenger comfort. The seating design means that the train does not have to be turned on a wye. at its destination, or have the seats turned. It does mean, however, that half of the passengers have their backs to the engine and that privacy is reduced to a minimum. Furthermore, now that drinks and sandwiches are served at one's seat, it means that there is little opportunity to meet informally with other passengers in the lounge car. Passenger movement in the car is frowned upon when the food and beverage trolley is in operation. As the trolley effectively takes up the complete width of the aisle, movement is even more restricted than on a bus for the hour or so that it takes to complete the service. In almost every way the Amtrak passenger coaches are more comfortable. Yet it seems that we shall have to live with the new LRC rolling stock until well into the next century.

Timekeeping still seems to be a problem. Twenty-four out of 35 of VIA's recent eastbound transcontinental trains have been delayed by as much as nine hours. None of the trains has arrived in Montreal less than 40 minutes late. Yet, the stopover time prior to departure of the eastbound OCEAN is only one hour in Montreal.VIA, in early June, flew 550 passengers from Sudbury to Montreal at a cost of $300 each because of track repairs, to allow passengers to make connections with the Halifax-bound train, the OCEAN. It would seem that track repairs in Northwestern Ontario were the major factor in causing significant delays.

Although there have been a number of improvements in the current VIA timetable it should not be forgotten that the crown corporation **was** a drain on the country's financial resources to the tune of $585 million in operating and capital subsidies in 1983. Against this is the argument that maintaining a passenger rail link is a social necessity and is a considerable help to the tourist industry. The new Progressive Conservative Federal Government wants to introduce a VIA Rail Act this fall, which will encourage both the CPR and CNR to give VIA's trains priority over freight trains using the same lines. The new act should give the Canadian taxpayer a good idea of how much money he will be expected to shell out over the next few years and help him to decide whether a national passenger rail service has a viable future and is really worth it.

CALGARY LRT COMMENTS

by Phillip Maine

1. Proof of Payment--I have been a regular user of the NELRT since its opening on April 29. In that time I have been checked 11 times; this includes occasions on the South Line when my journey has taken me onto that part of the system. I travel at various times of the day and have seen no pattern to suggest that these checks are done mainly during rush hours. To me, it seems mainly "the luck of the draw". On one occasion I was checked twice on the same train within a few minutes. The second Inspector, after being informed that another Inspector had just disembarked from the train at the previous station, decided to forgo his check. A freak incident, I assume. Like Mr. M.F. Jones, I have not witnessed any ill feeling toward the Inspectors, even on the part of passengers who have been caught; they are usually too embarrassed to resist. However, there are reports that Inspectors have been attacked by teenage gangs that are causing a problem at some south end stations. Needless to say, the city is trying to put a stop to this situation quickly.

Regarding the possibility of being checked on the platform: this does happen, although not very often. The two POP Inspectors stand at the platform doors and check tickets as passengers leave the platform. It takes a little longer to clear the platform, but during busy periods one can be held up in any case when trying to get through the doors and onto the escalator. A final note on this subject: Inspectors do travel in pairs, but will split up, with each boarding a separate car. This seems to happen when the cars are lightly loaded. At other times they will board the same car with one Inspector at each end and work their way to the centre. A recent incident one Saturday saw two Inspectors board a two car train separately. The Inspector checked the tickets on the car which I was riding. However, the Inspector on the car in front took a stance at the platform doors at the next station and asked for tickets from disembarking passengers. The other Inspector informed him that he had checked the tickets in his car so the Inspector at the doors decided to call off his check.

It seems (to me at least) that Inspectors are fairly visible on the system, not only checking for proof of payment, but also keeping a lookout for any problems or trouble, and on occasion, as I have witnessed, informing passengers of bus connections and answering questions from tourists. In one incident, a group of tourists had boarded the wrong train; instead of telling them to get off at the next station, buy new tickets for the return journey and transfer onto the correct train, he told them to catch the next train inbound and told the tourists to use the same tickets. He gave them his badge number and told them to tell any other Inspector who questioned the validity of their tickets to contact him. To me, and to others no doubt, the Inspectors are an integral part of the system and are respected, and are not seen as "heavies" after the "bad guys".

2. Operational and Other Notes--Contrary to the June issue article, the Northeast Line along Memorial Drive is not elevated. The only elevated structures as such are the bridge over the Bow River and bridges over several main roads. The line is at grade throughout except at

bridges and the Tunnel from Memorial Drive to 36 Street NE. The destination signs now read WHITEHORN or ANDERSON for the Northeast and South lines respectively at both ends of the trains. The CITY CENTRE destination caused much confusion downtown as passengers could not distinguish between the two lines on westbound trains along 7 Avenue, apart from the card placed in a window on each car designating South or Northeast lines. Occasionally these cards, as well as destination screens, become mixed up, adding to the confusion. It is common for passengers to board trains while westbound downtown, remaining on board while at the 10 Street terminus (not 8 Street), and then proceeding "home" on the eastbound train. The 10 Street terminus was built during the Northeast Line construction. A scissors crossover is located just west of 9 Street with a wedge shaped island platform at the end of the block with access steps and ramps at the far end leading onto 10 St. The wedge shape is formed by the eastbound track being laid at a slight angle from the crossover to 10 St., with the result that the track is further apart from the westbound track, which remains parallel to the curb.

Train frequencies are as follows: South--peak periods, five minutes, off-peak 10 minutes, evenings and Sundays 15 minutes. Northeast peak periods six minutes, then the same frequencies as the South Line. Some congestion occurs during rush hours at the 10 St. Station as incoming trains line up (one per block) waiting to enter the station. It is common to see a line of three trains, excluding those in the station, waiting on 7 Ave. Trains are not allowed to enter the same block as another and must wait until the train in front has cleared the block, even if it means stopping at a green light (trains do not have any traffic signal priority downtown). However, long delays are not created as trains stop at 10 St. Station only long enough for the Operator to change ends.

The 7-Eleven store mentioned in your article at the "end" of the Northwest tracks has now been demolished. The storage building which Mr. Jones mentions was deleted from the Northeast construction agenda. Originally the NELRT was to be built after the Northwest. At that time the Anderson Road facility would be at capacity with both South and Northwest Line cars taking up all of the space. Therefore, another facility would be needed for the Northeast Line. Consequently, with the Northeast Line being built prior to the Northwest, this new facility is not yet required. Cars for the first phase of the NWLRT are already delivered. These originally were intended for the South Line extension to Midnapore which was put on hold, after the cars were ordered; hence their early delivery. These cars are stored in the small Haysboro Storage Facility adjacent to the Heritage Station grounds. Rather than being left there, the cars are rorated into service so that all cars are used. The storage building at the end of the Northeast Line will be built when the second phase of the NWLRT (along Crowchild Trail) is built. At that time, cars will be stored at Anderson Road for the South and Northwest Lines and at Whitehorn for the Northeast and future West Lines. All major maintenance will still be at Anderson Road. Trains entering service on the NELRT will be so designated at Anderson Road and will show WHITEHORN destination signs. They operate along the South Line and along 7 Ave. to 10 St. From there they will proceed to Whitehorn. The reverse happens when trains leave service. There is, in effect, no need for deadheading. So, at certain times of the day, one can travel direct from Anderson to Whitehorn, or vice versa, without changing trains. Incidentally, trains to not proceed past Whitehorn Station to reverse. A double crossover is located prior to the station. An outbound train will cross over onto the inbound track prior to entering the station. If that track is occupied, the train remains on the outbound track and will switch to the inbound track after leaving the station. The same situation exists at Anderson and 10 Street Stations.

3. Stampede Operation and Future Downtown Construction--Calgary Transit was planning to operate a special C-Train service from the Northeast Line to the Stampede Grounds using the reversing procedure at 3 St. SE. The initial plan was for CTS to operate a 14 minute schedule on the two main routes, 201 Anderson (South) and 202 Whitehorn (Northeast) and to supplement these with Route 203 Stampede, also running on a 14 minute schedule. This route would have run from Anderson to Whitehorn using the 3 St. reversing procedure and combining with Routes 201 and 202 to provide a seven minute service along the two corridors. Route 203 would have been suspended during the rush hours when regular rush hour service would be provided on the two main routes.

On July 5 (Stampede Parade Day) this new route started shortly after noon, and quickly problems arose. The reversing procedure caused longer than expected delays and regular Routes 201 and 202 were experiencing delays of up to 15-20 minutes. Transit officials decided that evening to cancel Route 203. No doubt these officials wished that the third side of the "wye" as mentioned in the June article had been built. To compensate for the loss of this special route, service on Routes 201 and 202 was revised, beginning July 6. Each route is to have a seven minute frequency. This service is provided from early morning to late night (early hours of next day) with service increasing as per normal timetable during the rush hours.

It will be interesting to see whether the third side of the "wye" will come up on the construction agenda in the near future, after the failure of Route 203. The present plans call for the third side to be built in the distant future. A subway will eventually be built under 8 Ave. The east "portal" is now in place and exists as part of the tunnel under the CPR on the South Line. An extension to this "portal" was built when construction started on the new Calgary City Hall. A tunnel was built under the new building that would link into the 8 Ave. Subway. This tunnel would also provide access to the 7 Ave. surface line. The other end of this tunnel would also serve a double purpose. One end, as mentioned, links into the existing CPR tunnel. The other would provide access again onto 7 Ave. connecting into the Northeast Line. The third side of the "wye" would then be built using the existing CPR north side portal to 7 Ave. and 3 St., modified to connect into the Northeast Line close to 4 St. C-Train operation would then be revised so that the South/Northwest Line would operate through the 8 Avenue Subway. The South Line would turn under the new City Hall and into the subway. The exit would be somewhere on the west side of the downtown core, linking into the NWLRT Line bridge over the Bow River. The Northeast/West Line would continue to use the 7 Ave.

(SKIP OVER 'EVENTS')

UCRS and other events and activities

by Ed Campbell

--A new storage location for UCRS Car 13 must be found by the end of September. The move is made necessary because of construction on the CNR High Line. Members who have suggestions for a new location are asked to contact a Director of the Society or to write to the UCRS at Box 122, Station A, Toronto, Ont. M5W 1A2.
--The Society's 1986 calendar is now in stock and ready for shipment. The cost to non-members is $6 plus $2 postage and handling, for one copy. Additional copies mailed at the same time are $6 plus $1. It is the intention to mail a copy FREE to all members in good standing with the September NEWSLETTER. Many thanks are due Dave Stalford, who took on the calendar project and produced what all members will agree is a superlative item. Members wishing to order additional calendars to give to friends may do so at the prices quoted above.
--Members will be needed to staff the sales booth at the Canadian National Exhibition beside CNR 6213. Please contact George Meek at 532-5617 if you can help. It is intended to have the booth open from 1200 noon until dusk. The dates are August 14 to September 2, both inclusive. Incidentally, while you're at the "Ex", visit the TTC exhibit at Centennial Square, near the Dufferin Gate. Featured this year will be the "TTC Time Tunnel", using photographs, slides, videotapes and artifacts to tell the fascinating story of public transit in Canada's metropolis.

Friday, August 16--Regular UCRS Toronto meeting in basement room L8 of North Toronto Collegiate at 70 Roehampton Ave. (one block north of Yonge and Eglinton). The meeting will feature 16mm movies; bring your edited selection to show, but be sure to advise George Meek at 532-5617 so that the program may be suitably arranged.
Friday, August 23--Regular UCRS Hamilton Chapter meeting at the CNR station at 8 p.m. As frequently noted, there are two GO trains from Toronto Union to Hamilton CN station, leaving at 1719 and 1803. Do not forget your newscast slides. All members and friends are always welcome.
Saturday, August 24--The UCRS has organized a trip to Kingston on VIA Rail, with a chartered bus to the UTDC Transit Development Centre at Millhaven. Only the bus is chartered, and it will leave the Kingston VIA station about 1200 noon following the arrival of VIA Train 54 from Toronto (leaves Union Station at 0900). The special bus will return to the Kingston VIA station in time for Train 45 back to Toronto, leaving Kingston at 1858 and arriving in Toronto Union at 2107. The fares are: Train (one day round trip) $33; bus $11 adult and $8.25 child. The tickets are available from UCRS, P.O. Box 505, Holland Landing, Ont. L0G 1H0 for bus only. You will have to purchase your train ticket(s) from VIA. The trains to be used are reserved only trains, so please make your reservations early if you intend to go to Kingston by train, to ensure accommodation.
Thursday, September 12--CRHA Toronto and York Division meeting at 8 p.m., 235 Queen's Quay West (Harbourfront). Entertainment will consist of steam and traction movies.
Friday, September 13--Ontario Society of HO Model Engineers meeting at Rosedale Presbyterian Church at the corner of Mt. Pleasant Rd. and South Dr., Toronto. Admission free, visitors welcome.

Saturday, September 14--Lake Shore Model Railroaders' Association Flea Market at Lynwood United Church, 1465 Leda Ave., Mississauga, 10 a.m. to 3 p.m. Admission $1; tables may be reserved for $1 per foot. Call Herb McCoy at 274-4426.

Friday, September 20--Regular UCRS Toronto meeting at 8 p.m., to be held in the usual location in the 6th floor auditorium of the Education Centre at College and McCaul Sts. Doors open at 7:30 for informal get-together prior to the meeting. The program will consist of an illustrated address by UCRS member Ron Deiter of Arlington, Virginia, who will travel to Toronto to tell us about one of North America's newest and most comprehensive rapid transit systems, that operated by the Washington Metropolitan Area Transportation Authority. Ron is the author of a new book on this system, "The Story of Metro", published by Interurban Press (see ad on back cover of August 1985 TRAINS).

surface route. However, the line would divert from its present course to use the tunnel under the new City Hall. Direct surface operation would then be possible from the South to the Northeast Lines without having to reverse at 3 St. The timetable for this construction is not known although it is very doubtful it will occur during this century.

4. The West Line--This line will not terminate in Richmond, which lies south of the proposed alignments, but at 17 Ave. and 69 St. SW, where a large shopping and business complex is planned in an area known as Strathcona. The city has not yet decided on the route, but city planners are recommending the Bow Trail alignment. This would be the least costly and would not involve the demolition of the large number of homes and businesses that would be involved in the 11 St./17 Ave. alignment. The alignment on 17 Ave. west of 37 St. remains. Basically, the West Line will operate as an extension of the Northeast Line. The recommended proposal calls for the line to be extended along 7 Ave., eventually meeting up with the westbound lanes of Bow Trail at 14 St. Bow Trail would be followed to 33 St. SW, where the line would cut across to 37 St. and 17 Ave. SW and then follow 17 Ave. to 69 St. Long term plans call for a possible second West Line that would branch off from the first line. It would head south through the Richmond area to serve Mt. Royal College, turning west again to serve the southern part of Strathcona. AS far as construction dates are concerned, the first West Line will not be built until the NWLRT (second phase) and South extension are constructed, putting the West Line into the mid- to late 1990s. The second West Line will probably be built (if ever) sometime into the next century and may form a possible link for the proposed North Line, again a long range proposal.

Keep Saturday evening, Nov. 23 open! This is the date of the UCRS Annual Banquet, featuring CP Rail's Omer Lavallée, who will present an address "After Craigellachie" (The Last Spike, Nov. 7, 1885). More details later.

UPPER CANADA RAILWAY SOCIETY
Box 122, Terminal "A"
Toronto, Ontario M5W 1A2

ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED

PRINTED MATTER

**NEWS MAGAZINE
PLEASE
DELIVER PROMPTLY**