Newsletter

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NUMBER 402 APRIL 1983

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

The recently-moved CPR Guelph station is pictured in its original location just east of the business district. The station was located on CPR's Hamilton-Goderich line, which last saw passenger service in 1962. When this March 1968 photo was taken the building was being used by the Guelph Chamber of Commerce and Industrial Commission. --Dave Spaulding photo

CNR Mountain type 6043 is seen at the Saskatoon, Saskatchewan station in August, 1956. This locomotive powered the last regularly-scheduled CNR steam-powered passenger train, into Winnipeg, in April 1960. The 6043 is now in the care of the Midwest Rail Association, after some 20 years of display in Winnipeg's Assiniboine Park. --John D. Thompson collection

TTC CLRV 4001, UTDC ALRV 4001, and TTC Small Witt 2894 line up at St. Clair Carhouse, Feb. 26, 1983. The occasion was the withdrawal from service of 4900, and subsequent storage, after operating in revenue service on the Queen line since last August. The 60-year-old 2894 is still going strong in charter service. --John D. Thompson photo

The first pair of completed ALRT cars for Vancouver are put through their paces at UTDC's Kingston test centre before being trucked out west in March, 1983. The 40-foot cars, similar to those ordered by the TTC for the Scarborough line, are white with red and blue stripes. The makeshift aerial on the first car is for radio contact. --TTC photo by Ted Wickson

Winnipeg Preservationists

1. THE VINTAGE LOCOMOTIVE SOCIETY INC.--The Society operates the Prairie Dog Central, a steam powered tourist operation over an 18-mile segment of CN's Oakpoint Sub. between St. James, in suburban Winnipeg, and Grosse Isle, Manitoba. The group was incorporated in 1968 and has operated the Prairie Dog Central since 1970 following three years of restoration work on the train. The stated aims of the group are, firstly, to collect, restore for operation, and maintain steam locomotives and rolling stock as used in the early part of the 20th century, and secondly to provide a source of historical information relating to the origin and past operation of the acquired equipment and buildings. The Prairie Dog Central passenger train operates every Sunday from June to the end of September, handled by 1882-vintage Dubs & Co. 4-4-0 No. 3, which was originally CPR 22. Charter trips are also operated. The Society has assembled a quite impressive roster of period car equipment, both passenger and freight, which is listed on Page 5 of this issue of the Newsletter.

With respect to recent developments, No. 3 has been a resident of CN's Transcona diesel shop since October, 1982. New boiler tubes have been installed, the boiler and frame were lifted off the wheels and the lateral movement in the driving boxes was corrected including repairs to the pony truck springs. Huron washout plugs were installed at the back of the firebox mud ring. All of this came at a cost of $45,000 plus. As well, coach 107 (originally CP 181) has been in the coach shop since early December, 1982. All roof boards have been replaced and new canvas is almost installed. Four vestibule doors and trap doors have been installed in the vestibules plus some window repairs. This will cost some $61,000. With the proceeds from a casino held in October the Society is able to pay for these repairs. Destination Manitoba, a Federal/Provincial Tourism assistance plan, will be providing a grant towards the Prairie Dog Central. However, until this is finalized, the Society will not be able to put coaches 104 or 105 in the shop for new canvas.

The regular Sunday excursions will be operated again in 1983. The only charter arranged so far is scheduled for July 20 for "Rail Jamboree/83"--a model railroad convention to be held in Winnipeg. VLSI has been asked to provide No. 3 for filmwork in March or April, while there is still some snow around. The film is to be called "And When They Shall Ask". It is an historical account of the Mennonites, dealing particularly with their years in Russia and their eventual escape to the West.

As the equipment roster shows, the Society has a CV vintage boxcar and has been unable to trace back to its original number. Any UCRS member who may be able to help out is requested to contact the Vintage Locomotive Society Inc., Box 217, St. James P.O., Winnipeg, Manitoba R3J 3R4.

--Information courtesy K. Gordon Younger

2. MIDWESTERN RAIL ASSOCIATION (1975) INC.--The Midwestern Rail Association was established in 1974, becoming a registered corporation in January, 1975. Since that time the Association has collected some 20 pieces of rolling stock, three heritage value steam locomotives, an 1889 Northern Pacific and Manitoba Ry. station at Miami, Manitoba, (now a National Historical Site dedicated to the Canadian Northern Ry.) and has operated a series of heritage rail excursions (including one into the U.S.A. to celebrate the centennial of rail service between Minneapolis and Winnipeg). The Association prepared a display of some 110 feet in length, that it staffed, on the history of the CPR, which travelled across the Prairie Region from Thunder Bay to Moose Jaw as part of CP's Family Days, and has published a monthly newsletter every month since June 1975, as well as a series of mini-histories on the rail heritage of the area. The Association has established a division at Rat Portage and at present is actively pursuing other divisions between Thunder Bay and the foothills of the Rockies. An archival collection some 300 feet in length has been established and is still growing, as well as a varied collection of artifacts. The MRAI's area of interest extends from Thunder Bay west to the Rockies, and from St. Paul, Minnesota north. Its aims are simply the preservation and promotion of the rail heritage of this region. The Association regards itself as a regional organization.

At present the group is studying all aspects of a proposed museum complex to be established in Winnipeg. This complex will be a multi-purpose structure acting as an archives storage facility, display complex, meeting place, educational centre, workshops, etc. It is anticipated that the centre will act as a base for operation of the Association's PCC car (TTC 4349) and for trolley bus operation. On completion of the study the Association will have invested in excess of $73,000 in preliminary planning.

At present the Association is also commencing a restoration (for display only), costing in excess of $100,000, of CNR 4-8-2 6043 and CNR 2-8-0 2747, both locomotives being part of the Association's collection along with the famed CPR 4-4-0 'Countess of Dufferin' and Manitoba Hydro 007, a two-ton Donkey engine.

Among the Association's membership are other like-minded organizations for mutual support , such

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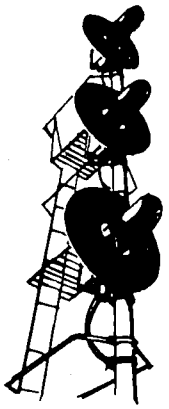

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on station preservation

The Ontario Heritage Foundation reports in its Newsletter that, at a 1982 conference of local architectural conservation committees in Ontario, 301 delegates representing 91 committees adopted a resolution to lobby Federal politicians to do all within their power to preserve Canada's remaining heritage of railway stations. The Foundation itself has been actively working with local municipalities to save 25 identified stations in Ontario, but five of these, Pembroke, Renfrew, Streetsville, Nipigon and West Toronto (all CP Rail), all fell to the wrecker last year. The OHF Newsletter points out that the Canadian Transport commission is not required to, nor does it, consider heritage as a relevant factor in its assessment of applications by the railways for permission to remove a station. It mentions that CN, to its credit, has followed a practice, when making application to the CTC for permission, of also alerting the Federal Ministry of Citizenship and Culture, and Parks Canada, so that the architectural and/or historical significance of a station may be evaluated and the degree of community support for saving it can be determined. The Foundation's Newsletter relates the fact that a local committee in Nipigon had raised $20,000, through community efforts, towards moving the CP station, but two days prior to November 2, 1982, the date upon which the 1½ storey building was razed, CP announced that it would require an additional $8000 to dismantle and remove the order board and a further $30,000 to adjust CNCP telecommunication lines in the immediate area. The claim is made that a CP study had shown that Streetsville station could have been renovated for continued use for less than the cost of demolition and the replacement structure. This station had been the subject of a determined preservation effort, but the estimated moving cost of $100,000 simply could not be met.

Richard Moorhouse, Provincial Co-ordinator of local architectural conservation committees, is not impressed with CP's standard policy of offering surplus stations for one dollar provided that the building is moved elsewhere. He holds that moving an historic building away from its site destroys its historical integrity, and that efforts should be directed toward preservation at original locations. He says that Ontario's Ministry of Citizenship and Culture, of which the Ontario Heritage Foundation is an agency, is involved in discussions with other Canadian Provinces on the question of mounting a common approach to Ottawa pressing for changes in the present practices regarding the disposal of surplus railway stations. Mr. Moorhouse offers his assistance to those who would start local "Save Our Station" committees, including advice on possible financial assistance. The Foundation, in turn, asks that local committees provide it with the names and locations of vulnerable stations, along with historical data, in order that a Provincial inventory may be compiled. The Foundation, and its parent Ministry, say that the availability of this information will enable advice to be passed on to the local committee when an application for demolition of a station is made. UCRS members and other readers of the Newsletter may in the future find themselves involved in a station preservation movement and may wish to engage Provincial support; in this event, enquiries should be directed to Mr. Richard Moorhouse, Ontario Heritage Foundation, 77 Bloor St. West, 7th floor, Toronto, Ontario M7A 2R9.

--Information from Peter F. Oehm

--BCR (ex-CPR) Royal Hudson 2860 will run after all in 1983, thanks to funding by the B.C. Dept. of Tourism. Some $300,000 worth of work is required on the coaches.

COVER: Prairie Dog Central 4-4-0 3 chugs across the Manitoba prairie, hauling a classic consist of open platform wooden coaches. The oil headlight and diamond stack were added after the locomotive was acquired for excursion service. --Photo by Dave Smith

VINTAGE LOCOMOTIVE SOCIETY INC., EQUIPMENT ROSTER (OWNED AND LEASED), 1982

NO.	Type	Builder & Date	Acquired	Previous Owner, & No.	Pres. Owner	Notes
1	Box car	? 1923	Dec. 1979	CNR 428913	V	
2	" "	? 1930	" "	" 506917	V	
3	4-4-0	Dubs, 1882	Nov. 1918	CPR 86	C	A
100	Baggage-Express	Angus, 1913	1980	CPR 404904	V	B
101	Coach	Pullman, 1910	Jan. 1980	AC 408	V	C
102	"	" "	" "	AC 409	V	D
103	Combine	" 1908	1920	KC Ry. No.?	C	E
104	Coach	Crossen, 1906	May 1970	GWWD 352	V	F
105	"	Barney&Smith '01	" "	" 353	V	G
106	"	Angus, 1913	Mar. 1969	" 354	V	H
107	"	" "	" "	" 355	V	I
108	Baggage-Express	Pullman, 1923	Apr. 1981	CNR 74751	V	J
68593	Bunk Car	CC&F, 1911	Jan. 1978	CNR 68593	V	K
70733	Box Car	See Note L	Apr. 1979	" 70733	V	L
436192	Caboose	Angus, 1912	Oct. 1971	CPR 436192	V	

Abbreviations: AC = Algoma Central Ry.; KC= Keweenaw Central Ry.; GWWD = Greater Winnipeg Water District Ry. Owners: V=Vintage Locomotive Society; C=City of Winnipeg

Status of Equipment: All is in service except for cars 100, 102, 108.

Notes: (A)--Builder's No. 1572; built as CPR 22, subsequently bore nos. 133, 63, 86; sold to Winnipeg River Ry. Nov. 1918 and used between Pointe Du Bois and Lac Du Bonnet, Man. Under later operational names of City of Winnipeg Light and Power Dept. and City of Winnipeg Hydro; retired 1961, moved to Winnipeg, 1966; 62" drivers, 160 lb. pressure, engine and tender (light) weight 152,000 lbs.; tender capacity eight tons coal, 4100 gals. water.
(B)--Built as CPR 4144, subsequently bore nos. 4164 and 404904.
(C)--Built as D&RGW 334, subsequently bore nos. 946, 954; sold to Algoma Central Ry., 1949.
(D)--Built as D&RGW 313, subsequently bore nos. 918, 951; sold to Algoma Central Ry., 1949.
(E)--Keweenaw Central Ry. (Michigan), abandoned 1917; 103 acquired 1920 by City of Winnipeg Light & Power Dept. through equipment dealer Peter Meagher, Duluth, Minn.
(F)--Built as Canadian Northern Ry. 142; subsequently bore nos. Cdn. Nor. 8002 and Cdn. Nat. Rys. 3402; sold to GWWD Ry., Aug. 1954, as its 52, later renumbered 352.
(G)--Built as Cdn. Northern Ry. 26; subsequently bore nos. Cdn. Nor. 108, 8086, Cdn. Nat. Rys. 3422; sold to GWWD Ry. , Aug. 1954, as its 53, later renumbered 353.
(H)--Built as CPR 751; sold to GWWD Ry., Oct. 1956 as its 354. Obtained March 5, 1969 from GWWD Ry. in a trade for CPR steel coach 1355 as donated to VLS, Feb. 7, 1969.
(I)--Built as CPR 181; sold to GWWD Ry., Oct. 1956 as its 355, obtained in same trade with GWWD Ry. as 106.
(J)--Built as Arms-Yager Railway Car Co. (Chicago) 3309; purchased by CNR as its 11566, renumbered 74751 in 1970.
(L)--Built by either Western Steel Car & Foundry Co. (Hegewisch, Ill.) or Mt. Vernon Car Mfg. Co., (Mt. Vernon, Ill.) as Central Vermont Ry. 60000 series (exact no. unknown); subsequently bore nos. 71987, 72051; assigned to CNR as 70733, Jan. 1952, and used as material car at Calgary; truss rods, arch bar trucks.

• For rolling stock buffs, some news follows about the obsolete wood and steel frame freight equipment: (a) At. St. Marys Jct., Ont., Mar. 12, 1983 on their way to London for scrap:

CN Maint. of Way No.	CN Road No.	Type	Constr.	Blt.	Length	M/W Service
43606	--	--	Wood, t&g	?	36'	Tool Generator/Eng. Dept.
60322	427529	Box	Stl. Fr.	8-23	"	Tool & Material Car
70988	500835	"	" "	10-23	40'6"	Stores
74245	503614	"	" "	4-29	"	" (fuel)
74370	428183	"	" "	?-23	36	"
74680	504728	"	" "	5-29	40-6	" for crane 800.14
74909	427931	"	" "	9-23	36	"
74928	509921	"	" "	4-30	40-6	"
--	507673	"	" "	3-30	"	"

(b) At London East (Carload Centre) for years; moved Mar. 1/83 into the yard for transfer to the reclamation yard:

70046	424088	"	" "	?	"	Tool & Material Car
70852	505814	"	" "	8-29	40-6	" " Supply Car
70869	423445	"	" "	7-19	36	Stores Car
74309	574063	Auto	" "	10-27	40-6	" " ; has dbl. doors
74318	424103	Box	" "	?	36	Fuel Stores Car

If this is equipment which interests members, they had better hurry. My railfan friends in the West say that wood cars have long departed their scene, and the ratio of wood to steel arriving in London for scrap is almost 90% in favour of steel. The railway heritage of the Roaring Twenties and the Dirty Thirties is making its last stand in London. Then there are all of those 40' steel boxes which are quickly disappearing too--but that's another story. You might have three-four years to inspect or photograph them!

--Don McQueen

as the Vintage Locomotive Society. The Midwestern Rail Association maintains contact with most rail heritage organizations across Canada, having been involved in the ill-fated Canadian Rail Heritage Council. The Association has access to some 15 acres of undeveloped land on the south side of Winnipeg as one option, with two other sites actively under negotiation. As soon as this matter is fianlly solved a fund raising program will commence for a start on the project, to be known as Rail Heritage West. The latter is not intended to be in the usual format for a railway museum as is commonly known in North America. The concept being developed is based on historical story lines from the region of interest. These story lines will not only be based on the usual equipment displays but also on the people of the railway, the railway's influence on the development of Western Canada, the technology of railways, etc. To date the Association's historian has identified and completed preliminary research on some 40 themes. The Midwestern Rail Association actively seeks donations of money, materials, labour, artifacts, photographs and other railroadiana. The Association may be contacted at Box 1855, Winnipeg, Manitoba R3C 3R1.

--Information courtesy David J. Harris

--AND THE ANTI-PRESERVATIONISTS--Probably the only train in the world that has to compete head-on with watermains, of all things, for its financing, the Shoal Lake train of the Greater Winnipeg Water District Railway is again facing a threat of discontinuance. Winnipeg City Council on Jan. 19 voted 21-5 not to restore $67,500 to the waterworks budget for the purpose of refurbishing the two coaches used on the train. The Council is more concerned with devoting the money to providing a new Sunday repair service for watermain breaks. The City had tried earlier to rent coaches from VIA for the 1983 season, but the latter claimed that it had none to spare. The GWWD cars are considered bad order and City officials have recommended against their further use without repairs. The 68-year history of the operation thus appears to be about to be punctuated as a result of nickel-and-diming by Winnipeg City Council. One councillor, Guy Savoie, told the press that there was no doubt in his mind that "it is the same people who are using the train every weekend; it really doesn't service that many of the citizens of Winnipeg", which might be said to represent a typical politician's approach to the situation (not many voters ride it).

CPR GUELPH STATION SAVED--In a recent issue of the Newsletter it was mentioned that the Grand Valley Division of the Canadian Railroad Historical Association was attempting to save the CPR station in Guelph, Ontario from demolition. The latest report is that the group has been successful in preserving the station, although in order to do so they had first to demolish it!

What actually happened is that the Division had the station very carefully taken apart, brick by brick, for reassembly on a new site in Cambridge, Ont. This course of action was dictated by the fact that the CRHA was unable to raise sufficient funds to move the station intact before the deadline to clear the site. As it is, the disassembly and reassembly have proven extremely costly. The Division obtained a government grant of $57,000 for this purpose, on condition that the funds be used to put unemployed persons to work on the project. Such was the case, with work of demolition beginning on Feb. 23, and being completed by mid-March.

The station, which was built in 1910, is being relocated on a site in the former Town of Galt, at the intersection of Highway 24 and Myers Rd. It is beside the CNR Fergus Subdivision, which that railway is trying to abandon. Work on rebuilding the station was scheduled immediately at time of writing.

Upon completion, the station will begin a new life as a railway museum. It is being joined by a passenger car formerly used by the Governor-General of Canada, which was rescued by the CRHA from a Harriston, Ont. scrapyard. The car was built by Canadian Car & Foundry in 1914 for the Grand Trunk Ry. as No. 2328. On the CN it bore the numbers 4268, 80, 93, 104 and, most recently, 100. Since 1971 Car 100 had been on display at Listowel, Ont. Unfortunately the interior was gutted when the car was converted for use as a tourist information centre, but Grand Valley Division expects ultimately to restore 100 to its original splendor.

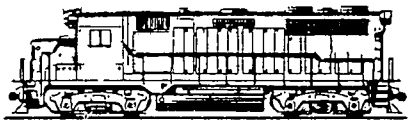
Donations to assist with the station and car renovation work would be greatly appreciated and may be sent to Grand River Division, Canadian Railroad Historical Association, P.O. Box 603, Cambridge, Ont. N1R 5W1.

LRC's BEING MODIFIED--Modifications are continuing to VIA's problem-plagued LRC trains. The changes to the trucks have been completed on most of the locomotives, permitting them to be operated at up to 95 mph on straight stretches of track. Formerly, they were restricted to 80 mph. The work has included changes to engine springs and wheel profiles. Reportedly the trucks suffered from fatigue as a result of post-design changes to the locomotives as requested by VIA, which had the effect of substantially increasing locomotive weight.

There are still problems with the banking system on the coaches and, in fact, this feature has been deactivated until the modifications are completed. The car bodies had a tendency to go into the tilt mode when entering curves and then to refuse to return to an upright position after coming out of the curve! Until this banking feature can be counted upon to work reliably, the LRC's speed on curves is restricted, and the trains are thus failing to achieve their operating potential, i.e. outperforming conventional equipment. The LRC's have also been plagued with door troubles. CN has submitted a list of some 300suggested major and minor modifications. These include such simple (but overlooked) items as installing clips on the luggage racks for seat checks, and making the steps into the cab more accessible and hence safer for crews.

What this sad story points out, basically, are the great difficulties inherent in trying to use highly sophisticated equipment in the rough and tumble world of railway operating conditions. One has to wonder about the competence of designers who apparently overlooked so many deficiencies in the LRC, and of the various officials who failed to catch these mistakes before expensive and embarrassing modifications were required.

Footnote: Maintenance of the LRC's, formerly performed by GO Transit at its Willowbrook Shops, Toronto, was transferred as of Mar. 10, 1983 to the former Canadian Car & Foundry Turcot (Montreal) plant.



MOTIVE POWER SECTION

Correction--The CN power assignment list which appeared in the last issue was erroneously dated January 20, 1982; the correct date is June 20, 1982.

CN

STORED SERVICEABLE, STORED UNSERVICEABLE AND LEASED LIST--FEBRUARY 13, 1983

1. Stored Serviceable--Charlottetown, P.E.I.: 30 (GE 70-tonner). Halifax: 1773, 1782 (RSC-14); 2541, 2542, 2547, 2550, 2551, 2553, 2554-59, 2577 (M-420W); 3616, 3617, 3628, 3629, 3642, 3651, 3659, 3684, 3700, 3704, 3706, 3708 (RS-18). Moncton, Main Shop: 1784, 2512, 2535, 2552. Moncton: 1762, 1767, 2537, 2583, 2584, 3623, 3626, 3643, 3647, 3652, 3653, 3656, 3657, 3664, 3670, 3671, 3677, 3680, 3685, 3692, 3695, 3699, 3705, 3709, 3842, and 8216 (S-7), and 15415, 15424 (steam generator cars). Edmundston: 2580-82, 2585, 2586 (moving to Moncton). Taschereau Yd., Montreal, R&D: 2587. Taschereau Yd.: 1015 (GMD-1), 2500, 2503, 2505, 2506, 2508, 2510, 2516, 3100, 3102-04, 3106-07, 3111-12, 3117, 3121, 3124, 3128, 3201, 3202, 3206, 3208-14, 3216-18, 3220, 3223-25, 3227-33, 3235-37, 3239, and 4416(GP-9), 4501, 5524-5528 (GP38-2), 8050 (S-4), 8191 (S-4), 8214 (S-7). Ottawa, National Research Council: 2529. MacMillan Yd., Toronto: 5519-23, and 9300-10, 9312-17 (GP40)*; 8166 (S-4). Spadina Yd., Toronto: 3154-55 (RS-18); Hamilton: 8164, 8167, 8171. Sarnia: 8165, 8179. London East: 8229, 8232 (S-7). Fort Erie:4521-22 (GP9); Hamilton, National Steel Car: 5515, 5535 (GP-38-2); 9407-10, 9418, 9423, 9426-31, 9433-35, 9438, 9440, 9444, 9462, 9496, 9501, 9503, 9505, 9510, 9516, 9519, 9521, 9523-24, 9530, 9534, 9535, 9538, 9541, 9542, 9544, 9551, 9552-53, 9557, 9560, 9562, 9565, 9566, 9577-78, 9580, 9582-83, 9587, 9591, 9593, 9597-98, 9618-19, 9628, 9650, 9660-61, 9666-67 (GP40-2L(W). Neebing, Thunder Bay: 4405 (GP9). Symington Yd., Winnipeg: 4100-4106, 5560-5576, and steam generator cars 15434-35, 15437, 15472-73, 15487-88, 15490. The Pas: 4264, 4273, 4274, 4277, 4283, 4285 (GP9). Saskatoon: 1017-18, 1020, 1023-24, 1033, 1041, 1043, 1048, 1049, 1059, 1063 (GMD-1); Prince Albert: 1036, 1039. Regina: 5295, 5301, 5303, 5309 (SD-40-2W); Transcona, Winnipeg: 1040, 5294; Calder, Edmonton: 5297, 5299, 5302, 5304, 5307, 5594-98.

*(9309 at Pt. St. Charles; 9303, 9315 at Taschereau Yard)

Total: 283 units.

2. Stored Unserviceable Pt. St. Charles, Montreal: 4131, 4153, 4246, 4257, 4267, 4276, 4279, 4281, 4337, 4347, 4407, 4420, 4422, 4423, 4453, 4455, 4503, 4506, 4508, 4513, 4526, 4537, 4571, 4595 (GP9); Taschereau Yd: 8070; Sarnia: 8227; Transcona: 4242. Total: 27 units.

3. Units Leased Bombardier-NdeM: 3200, 3203-05, 3207, 3215, 3219, 3222, 3226, 3234(C-424); GO Transit: 3152 (RS-10). Total: 11 units.

4. VIA Units Stored Unserviceable Taschereau Yd:6536 (FP-9A); Pt. St. Charles: 6516, 6535, 6537, (FP-9A), 6632 (F9B), 6768, 6771, 6776 (FPA-4), 6866 (FPB-4). Moncton: 6629, 6759, 6858.

Total: 12 units.

- TH&B GP7 74 was, at time of writing, receiving a new paint job, still in that railway's livery despite CPR's (now) 100% ownership.
- As of March 1, it is understood that CPR 1201 will NOT be going to or operating from North Bay this summer. CPR says that the Mattawa wye is not operational, and CNR has apparently sold the South River property, thus the wye there is about to go. In any event, ribbon rail work south of North Bay is not to be interfered with, so it seems. ONR apparently has no turning facilities close enough.

--Dale Wilson

- CN's MR18g's 3150-3155, the TEMPO locomotives, were stored unserviceable at Spadina effective March 18.

POWER NOTES BY BRUCE CHAPMAN

CP Rail Retirements: RS3 8430 left St. Luc Yd., Montreal on Feb. 16 for scrapping at Angus Shops, Montreal; Sutherland (Saskatchewan) yard engines 7036 and 7053 (Alco S2's) were sent to Weston Shops, Winnipeg, Feb. 15 for scrapping. On Feb. 15 Yard Booster Unit B102, S3's 6547, 6559, S2's 7051, 7086, 7088, S4 7113 arrived at Weston. They were joined on Mar. 1 by S4's 7100, 7111, and S2's 7033, 7036, 7053, 7085 and 7093. Arrivals at Angus from St. Luc on Mar. 4 were S10 6603 and S3's 6540 and 6542.

Transfers, Shoppings: RS18 8799 went to Angus on Feb. 16 for rebuilding; it is one of two units, 8787 being the other, still in the narrow stripe paint scheme of that series; the last C424 thus painted is 4229. On the same day GP9 8623 also arrived at Angus for rebuilding. GP9 8490 entered Ogden Shops, Calgary, Feb. 8 for rebuilding. FP7A's 4075 and 4073 have been rebuilt at Angus and emerged on Feb. 4 and Feb. 28, renumbered 1305 and 1303 respectively, while the 4071 arrived there Mar. 1 for rebuilding. SD40-2's 5661 and 5614 were released from Ogden Feb. 25 following wreck repairs. S3 6620 and S2 7020 were moved from Smiths Falls to Toronto on Mar. 3 for repairs. Meanwhile, S3 6517 was repaired at Winnipeg during the first week of March, after main generator problems. Arriving at Newport, Vt. Feb. 1, for storage, was S2 7097. Yard units

which have been repaired and returned to duty are S3's 6562 at Dryden, Ont. and 6501 at Kenora, Ont. Several MLW yard switchers which had arrived at Weston for scrapping on Jan. 19 have instead been placed in storage in the yard, as of Mar. 1: they are S3's 6518, 6535, 6536, and S11 6621 . F7B 4445 went into Ogden for rebuilding on Feb. 18; and GP9 8819 was released from there Feb. 23 as 1548 after rebuilding. S10 6608 failed at Sutherland, Sask. Feb. 11 and is stored unserviceable, as is S4 7118 at Winnipeg, as of Feb. 24. RS-23 8013 was outshopped from Weston on Mar. 2 with roller bearings, as was the 8017 from Angus on Feb. 9. New SD40-2's 6037-6040 left GMD Feb. 28; 6034, 6035 Mar. 4.

Ex-CLC 'B' unit Locotrol cars, when displaced by locomotives with Locotrol equipment, will be rebuilt into air repeater cars for use east of Calgary.

VIA: RDC-1 6125 has developed major mechanical troubles in service on the Esquimalt and Nanaimo, and accordingly will be moved east. Taking its place will be 6134, following repairs at CN's Transcona (Winnipeg) Shops... The LRC's are apparently so unreliable that the State of Michigan says that it will not pay for the International's operation until more reliable power is used, such as the Amtrak F40PH's...On Mar. 8 VIA asked CP to store serviceable at Alyth Yd. (Calgary) CPR FP7A's 1406 and 1413...VIA FPB-4 6867, still in the old CN colours, arrived at Moncton on Feb. 14 for shopping.

CN Rail -- Retirements--On Feb. 4 F7BU's 9197 and 9199 (formerly F7B's 9029 and 9041, GMD 1951-2) were retired, together with GP9's 4321 and 4333, as a result of wreck damage. Also removed from the roster, pro tem, were HR616's 2100-03, which were sent back to Bombardier to be put in "as new" condition and renumbered 7001-7004 for six months of testing on CP Rail. These are the so-called "Draper Taper" units, built last year, and Bombardier hopes that the test will result in an order from CP Rail, who have not bought from the Montreal builder for about 10 years.

Transfers--SD40's 5180-89 from Symington Yd.(Winnipeg) to Calder Yd. (Edmonton) on Jan. 6; they were followed on Feb. 7 by GMD1's 1050-53. GP9U's 4021, ex-GP9 4114, and 4020, ex-4113, have been outshopped and assigned to Senneterre, P.Q.

VIA Rail Canada

ASSIGNMENT LIST FOR EX-CN VIA OWNED UNITS, FEBRUARY 6, 1983

Diesel Units:

Taschereau Yd., Montreal

6516
6523-6537
6539-6542
6612-6637
6758-6765
6767-6791
6793
6858-6871 Total: 94

Symington Yd., Winnipeg

6501-6502
6504-6512
6602-6607
6610-6611 Total: 19

Calder Yd., Edmonton

6513-6515
6518-6521 Total: 7

LRC Locomotives:

Spadina Yd., Toronto

6900-6904 5

Willowbrook Yd., Tor.

6905-6920 16

Total LRC's: 21

Units Unserviceable:

6516	6759	6535
6768	6536	6771
6537	6776	6629
6858	6632	6866

Electric Generator Units:

Spadina: 15300-15302

Total EGU's 3

Steam Generator Units

Halifax

15413
15415-15426
15441 Total 14

Senneterre

15427-15433 Total 7

Pt. St. Charles

15458-15469 Total 12

Spadina:

15454-15456
15475-15476
15478
15480-15486 Total 13

Symington

15405
15410-15411
15434-15435
15437-15438
15442
15453
15457
15470-15474
15477
15487-15494 Total 24

Saskatoon

15450-15452 Total 3

The Pas

15400
15439-15440
15443-15445 Total 6

Calder

15401-15404
15406-15407
15409
15448 Total 8

Total SGU's 87

Notes: 1. SGU's equipped for tail-end operation: 15458, 15460, 15475-15476, 15480-15494. (19)
2. Water and fuel capacity of SGU's: 15400-15463, 15470-15478: 500 gals. fuel/3000 gals. water. 15464-15469: 800 gals. fuel/3000 gals. water. 15480-15494: 600 gals. fuel/4000 gals. water.

--Asbestos and Danville S4 46 has been sold to the Potash Co., of Penobquis, N.B. The locomotive arrived in Moncton on Feb. 1, 1983. The other A&D S4's have been disposed of as follows: 47 to Quebec North Shore Pulp and Paper, Baie Comeau, P.Q.; 48, scrapped; 49, sold to unknown buyer; 50, scrapped.
--VIA (ex-CN) FP9 6524 is being rebuilt to head-end power configuration at Pt. St. Charles Shops, Montreal. A possible assignment for the unit would be hauling Tempo and Amtrak coaches on the INTERNATIONAL.

PASSENGER CAR NEWS--The following VIA, ex-CN passenger cars are presently stored at GO Transit's Willowbrook Yd., Toronto, awaiting possible sale: sleepers Ingramport, Inkerman, Irma, Innes, Ituna (24 rmt.); Green Gables, Greendale (six sect.-six rmt.-four dbr.); RiviereRaquette, Hay River, Peace River (10 rmt.-six dbr.); coaches 5180, 5225, 5305, 5208, 5294.
--VIA 24 rmt. sleeper Isabella, ex-CN, was sold to Conklin Shows about two months ago and has joined the Conklin group of private passenger cars situated beside the Oakville Sub. at the GO Transit CNE station, Toronto.
--Other VIA passenger cars which have recently been sold, and left Toronto in early March, include buffet-lounge Silver Lake, and baggage cars 9646, 9647 and 9486, all former CN equipment.
--VIA (ex-CN) heavyweight club cars Caribou, Great Slave Lake, Muskoka,Lake Couchiching, Lake Makamic, and Ontario have had their club car seats removed and replaced with old coach seats, permitting these cars to be used as coaches.

San Diego again

by Albert D. Kerr

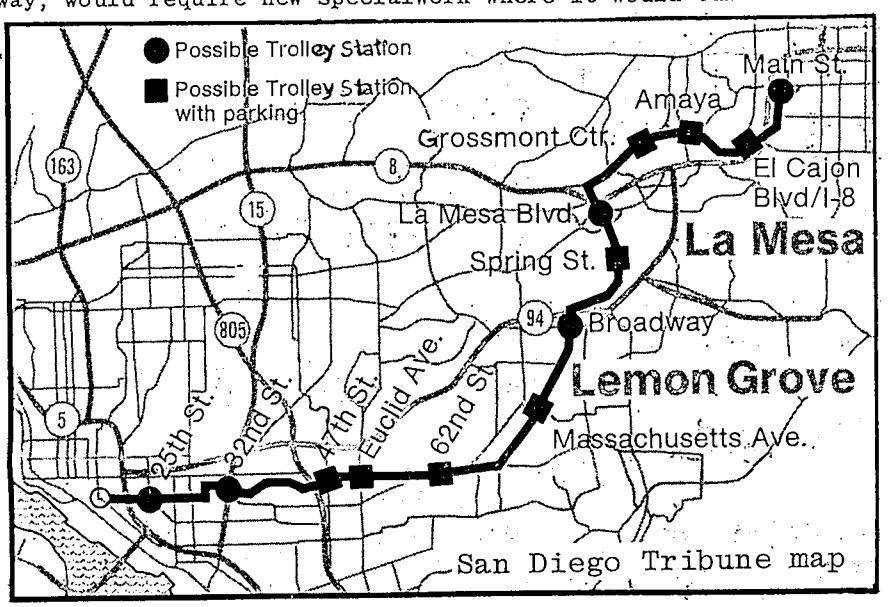
On a recent trip to San Diego, all Amtrak trains were on time or early. However, at Chicago, on the way out, I noticed that the eastbound SAN FRANCISCO ZEPHYR and the eastbound EMPIRE BUILDER were posted 12½ hours late due to an ice storm in Nebraska and to the north of it. The previous SAN FRANCISCO ZEPHYR had been 23 hours late out of Denver.

The LAKESHORE westbound was fine: a beautiful 16-car train. It was sold out, with lots of fast running and rapid acceleration. Our Slumbercoach was noisy, but rode well. Dining service was much better than last time--had pancakes and bacon: great.

Our sleeper (Superliner) on the westbound SOUTHWEST LIMITED rode atrociously; there was a bone-breaking vertical motion at speed on the Santa Fe's jointed rail. The sleeping car attendant was the best ever, though. Dining service was awful, with the crew being sullen and inefficient, and the chef's products were terrible. My wife's dinner arrived half frozen, and the head waiter grudgingly took it back. Next morning, at breakfast, my bacon and eggs were actually cold. So, for the rest of the trip, we ate in the club car (hi-level, ex-EL CAPITAN).

The seven-car southbound SAN DIEGAN was packed, with many passengers at all stops. Speeds were 90 m.p.h. at times through populated areas, a la North Shore Line. The San Ysidro line (Tijuana Trolley) is now about 90% double track. The track and catenary appear to be good for 100 m.p.h. The cars actually run at a 28 m.p.h. average speed in streets, and cut out at 50 m.p.h. on p.r.w., but the German speedometers on the cars are not accurate; my son (a San Diego resident) has chased the cars at 55 m.p.h. In any case, the speed cuts off with a jerk. I saw the new cars for the El Cajon line at the carhouse. The Trolley is still running with full passenger loads. At the Santa Fe's San Diego station (north terminal of the line) one can now buy round trip tickets, avoiding the use of the coin machines at the car stop. Rather unbelievably, Mexicoach, the Trolley's competitor, sells the tickets, which have to be validated.

The Siemens-DuWag cars still ride wonderfully, but have uncomfortable seats and some cars still have out of service doors. I looked over the San Diego and Arizona Eastern line at La Mesa, on the proposed El Cajon line. It is a natural for LRT, having much roadside alignment, room for double track, and there is good crossing protection. The El Cajon line (now coming to be known locally as the East Urban Line) may be built in sections, as financing permits. The first portion, on Broadway, would require new specialwork where it would turn off from the present

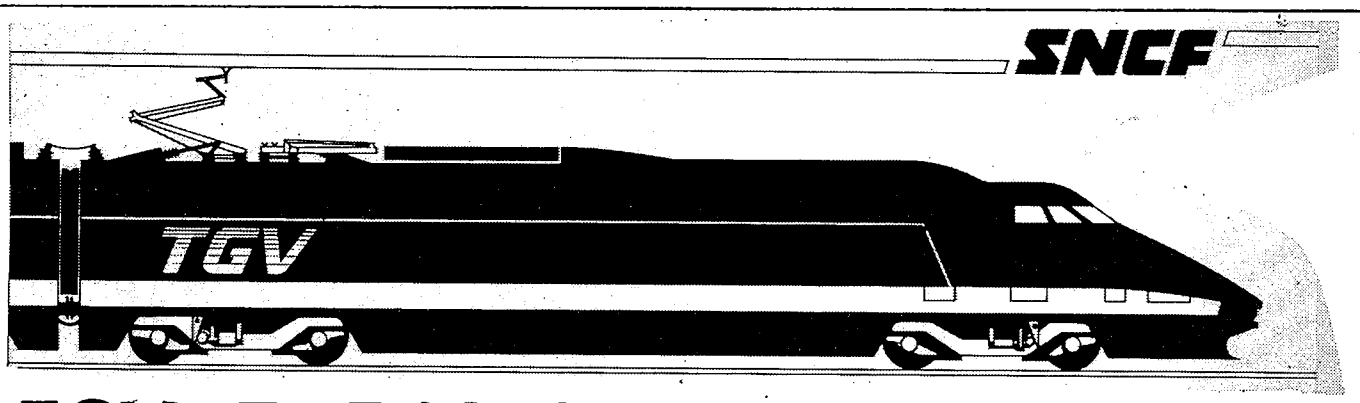


PROPOSED ROUTE — Map shows how the San Diego Trolley would be extended to El Cajon and where East Urban Line Trolley stations are planned.

line. There would be street running to the point where Broadway intersects the SD&AE.

Returning, it was the lightly loaded SAN DIEGAN again to Los Angeles, thence a promise to have an Amtrak representative meet passengers transferring to the DESERT WIND. However, no rep showed up, so we, and others, waited on the platform for the crew to open up. The DESERT WIND was nice--a five-car train, and a beautiful Superliner coach through to Chicago. One end of the diner rode badly, but the food was O.K. There was an incident: on Superliner diners there is a narrow stairway in the middle of the car to give staff access to the kitchen. We hit a curve between San Bernardino and Barstow, and a passenger walking by at that instant went head first down the stairway and took the 90 lb. black head waitress with him. He suffered a concussion, and a UP doctor was called at Barstow.

The DESERT WIND/SAN FRANCISCO ZEPHYR was terrific--the cleanliness, food, attendants, etc.-- all were tops. But once again, on BN track, the sleeper rode terribly. The LAKESHORE eastbound was still fine. Both trains had four Amfleet II coaches, which are very nice. At Buffalo (Depew) there was no sign of the sleeping car attendant, so we opened the door and traps to let ourselves, and others, out.



TGV-THE FIRST YEAR by Sandy Worthen

What's the "TGV"?

It's that new (1981) high-speed (260 km/h) articulated electric train designed and constructed in France for the Societe Nationale des Chemins de fer Francais (SNCF) to run on their entirely new main line from Saint-Florentin, a short distance south-east of Paris, up hill and down dale for 273 km to Lyon: hence the name The Paris-Southeast (P-SE) line.

Before the P-SE line was built, the distance from Paris to Lyon via Dijon was 512 km and the best running time was 225 minutes. Now the Paris-Lyon distance is 422 km and the time taken is 120 minutes. The new railway on which a world speed record of 380 km/h (237 mph) was achieved during trials on 26 February 1981 is designed solely for passenger trains. It has no level crossings or tunnels, following the contours of the land in a similar style to a motor vehicle parkway.

The Train a Grande Vitesse (TGV) celebrated its first birthday on 27 September 1982. Bi-directional, articulated TGV trains began regular service on the new line a few days after the official opening by the President of the Republic. In fact, TGV trains presently use only two-thirds of the new P-SE line, from Saint-Florentin south-east of Paris to Lyon and onward to Saint-Etienne. Other TGV services, from Paris to Dijon and Besancon and Paris to Geneva, Switzerland via Bellegarde, use the existing SNCF main lines between these cities. For the summer services in 1982, TGV trains began running to Marseille and Montpellier in the Midi. By October, 1982 a new service from Paris to Chambery had been added and the frequency of service to the Midi had been increased to eight round trips to Marseille, four to Montpellier and three to Geneva, via Bellegarde.

What's so special about the TGV, the "Train of the Future", the "New Generation of Train", as it has been described? The most obvious innovation is its normal running speed of 260 km/h, say 160 miles per hour. Another thing is its up hill, down dale right-of-way, with grades as steep as 3.5% Yet another pecularity is its remote control cab signalling, trackside signals having been replaced by electronic control systems at the driver's position, with automatic emergency brake override. Braking from high speeds is initially rheostatic on all motored trucks, with disc brakes on the carrying truck axles (four discs per axle) and drum brakes on all axles down from speeds of less than 160 km/h. The usual TGV bi-directional trainset is composed of two motor cars bracketing eight air-conditioned passenger cars with a total seating capacity of 386, 111 in the first class portion and 275 in the second class. The power cars ride on two trucks, while the passenger cars are articulated, eight cars riding on nine trucks. Two trainsets can be run in multiple and, while the composition of a single trainset may be less than eight passenger cars, such operation is seldom employed.

Yes, Virginia, there is a bar in each car, also offering lunch kits, hot and cold lunch plates, sandwiches and hot and cold beverages. In the first class, passengers can have breakfast, lunch (hot or cold) and dinner (also hot or cold) served at their seats. There is also the time-honoured "travelling lunch-cart" (vente ambulante) for certain TGV services.

What has the SNCF done with all of this new technology? In the first year, the TGV trains have carried 5.6 million passengers, 1.55 million in first class accommodation. Of the total, 2.0 million were "new" passengers. No doubt they were influenced to travel by the TGV in part by the normal fares applicable at off-peak times. But on the busier days and times, a supplement is charged. Reservations are obligatory and reservation machines are provided at the stations for use by passengers who have not reserved a seat in advance. An analysis by route showed that 71% travelled on the Paris-Lyon-Saint-Etienne line; 11% made the journey from Paris to Geneva; 7% used the Paris-Dijon-Besancon service and 11% the Paris-Marseille or Paris-Montpellier trains, these extensions having been opened only on 23 May 1982. Surprisingly enough, the results obtained with the TGV equipment surpassed the forecasts for this partial service. Of considerable significance was the train loading factor: an average of 61% of the total available seats in both first and second class were sold. On-board restaurant and bar service enjoyed considerable popularity, exceeding the first estimates of an average of 700 meals served daily. The passengers agreed with the predicted popularity of the service, affirming that the TGV meal service was superior to that on other SNCF express trains.

On the technical side, there were a few worries which were quite normal considering the newness of the line and the equipment. However, no persistent faults appeared. The "on-time" performance of the TGV trainsets was also excellent: 97% of the trains arrived on time or less than 15 minutes late. The 6,300 kW of power required to drive the trainsets are provided by 12 traction motors, and the trains are thus able to climb severe gradients of 3.5% at full speed (260 km/h),

analagous to the grades on some busy mountain lines, such as the Saint Gotthard Tunnel line in Switzerland and the Maurienne Line to the Mont-Cenis Tunnel in south-eastern France.

Today, there are 60 TGV ten-car trainsets, compared to 37 at the time of inauguration of service in September, 1981. The trains have run a little more than 18 million kilometres. Another year will have to pass before we can examine the TGV train performance over the whole length of the new P-SE line. Actually, it will be towards the end of September, 1983 before TGV trains will be running over the new line all the way from Combs-la-Ville, near Paris, through Saint-Florentin to the station entrance at Lyon. Because the TGV trainsets have a normal operating speed of 260 km/h, the intercity running times are diminished considerably and time is saved. From September, 1981 the Paris-Lyon distance has been covered in 160 minutes instead of 428 minutes, formerly required by the fastest expresses using the time-honoured "Ligne Imperiale" via Dijon. By October, 1983 Paris will be only 100 minutes from Dijon, 120 minutes from Lyon and 290 minutes from Marseille.

Collection of current at 260 km/h either from the P-SE's catenary at 25 kV monophase 50 Hz or from the existing lines' 1.5 kV DC is assured by a two-stage flexible Faiveley-type pantograph designed especially for the motor cars of the TGV trainsets. Six trainsets have been fitted with a special current collector for the 15 kV monophase 16 2/3 Hz current of the Swiss Federal Railways (SBB/CFF) for TGV trains expected to operate to and from Lausanne, Switzerland.

On the Paris-Lyon service, the TGV trains have attracted about 6500 additional passengers daily, of which 1500 have come from intercity airlines. The remainder have come from road transport or are new passengers. By the autumn of 1983, it is anticipated that the inauguration of service over the entire 390 km of the new Paris-Southeast (P-SE) line will result in a further increase in passenger traffic and will provide rail passenger service to one quarter of south-eastern France, with further reductions in travel time and increased competition with airlines on these intercity routes.

Elsewhere in France, work on the north trunk line, from Paris in the direction of London and Brussels, Belgium, began in earnest in the autumn of 1976 and is scheduled for completion in the spring of 1983, in time for the necessary trials before regular service is inaugurated. This north trunk is intended to bring closer together all the large agglomerations of northern France, the adjacent European countries and the United Kingdom, by means of the future Channel Tunnel (Chunnel!).

Book Reviews

NARROW GAUGE FOR US, THE STORY OF THE TORONTO AND NIPISSING RAILWAY by Charles Cooper

Published by the Boston Mills Press, Erin, Ontario

Reviewed by John A. Maclean

Toronto's pair of narrow gauge railways--the Toronto and Nipissing and the Toronto, Grey and Bruce--have always merited the interest of railfans and historians, partly for the charm exuded by all slim-gauge lines bravely penetrating the back country, but more particularly in view of the two lines' joint venture into exotic motive power in the form of a duo of Fairlie 0-6-6-0 double-ended tank engines, the CALEDON and the SHEDDEN. While both of these pioneer lines received literary attention some years ago in the book "Narrow Gauge Railways of Canada" by Omer Lavallee, only the Toronto, Grey and Bruce Railway has heretofore enjoyed extended coverage, in the Society's book of that name by Tom McIlwraith. This imbalance has now been rectified by the recent publication of "Narrow Gauge For Us, the Story of the Toronto and Nipissing Railway", by UCRS member Charles Cooper.

There is of course no one alive today who knew the Toronto and Nipissing as an independent company or as a narrow gauge railway. The T&N existed as a corporate entity for the surprisingly short period of 14 years before being absorbed just over a century ago by the Midland Railway, only to be swallowed up a little later by the Grand Trunk, now part of Canadian National Railways. Narrow gauge operation coincided almost exactly with this 14-year period of independence, as dual gauge running had already been implemented on part of the line before the merger, while the remainder was converted to standard gauge a few months later. Mr. Cooper has succeeded in getting as close to original sources as possible under these circumstances by obtaining reminiscences and anecdotes from later generations of the families directly involved in the construction and operation of the railway, as well as by consulting the obvious contemporary sources of information contained in libraries, newspaper files and public archives. The result is an informative and readable account of an interesting pioneer railway.

The author has quite rightly extended his coverage to include the line's vicissitudes under the original company's successors, bringing the story right down to the present day, including of course the unhappy "rundown" of most of the railways in the area in recent years. Space is devoted to the Toronto and Nipissing's only branch line, the Lake Simcoe Junction Railway between Stouffville and Jackson's Point, which was operated under lease by the T&N and its successors, maintaining its separate corporate identity long after its original lessee had been absorbed into larger systems. Four pages are devoted to pictures and a track map of the standard and narrow gauge operations at the Kirkfield quarry, beloved of railfans into comparatively recent times.

The books published by The Boston Mills Press have grown steadily in size and quality in the short space of years during which this publisher has been active, and the volume under review is a first class production. We have here a hard cover book of 160 pages, 8½ by 11 inches in size, well illustrated photographically and otherwise, complete with colour dust jacket and frontispiece from a painting by our own Hubert Brooks. Heavy coated paper is used, layout and typography are pleasing, and picture reproduction is good. Two outline system maps and a

gradient profile are provided, together with no fewer than seven excellently drawn detail maps of track layouts at junctions and other important locations. A locomotive roster is included, lifted with due acknowledgement from Omer Lavallee's aforementioned book. Extended coverage is naturally devoted to the SHEDDEN and to the background of this type of power on the celebrated Festiniog Railway in Wales.

A minor correction: the caption of the lower picture on page 66, showing the level crossing of the Grand Trunk main line over Queen Street at Riverdale station in Toronto, states that grade separation was achieved at this location in 1913. The correct date for this underpass, still in use today, is 1926. This reviewer's only serious criticism of the book is the lack of an index, a feature which should be mandatory in a work of this type. A partial substitute is provided in the form of a detailed chronology, another aid to the historian which should always be included in publications of this nature. This apart, Mr. Cooper has written a book which will be a welcome addition to the libraries of railfans interested in the lesser known railways of Southern Ontario, narrow gauge fanciers everywhere, and students of local history and pioneer industrial enterprises.

"Narrow Gauge For Us" is available to UCRS members at a special discount price of $21.25. Send orders, giving membership number, to UCRS, Publications Sales, Box 122, Station A, Toronto, Ontario M5W 1A2.

VIA RAIL CANADA: THE FIRST FIVE YEARS by Tom Nelligan PTJ Publishing Inc. $15 Cdn., $12.50 American

Reviewed by Dale Wilson

It is a pleasure to recommend this book to UCRS members. A very attractive overall appearance results from a judicious mixture of colour and black and white photographs with a concise, informative text. The book's design and layout are impressive, using the sideways 8½x11 inch format to excellent advantage.

The photos chosen are excellent in quality, with some definitely in the contest winning category. The colour shots and their printing are of a quality that we hope will be the standard for all railfan publications. Black and white photographs are also very well done, in certain instances serving to draw attention in ways impossible with colour.

It should be noted that there has been no attempt to include either a passenger car roster or a series of roster photos of rolling stock. The book does not pretend to do all things for all people--it does stick to its title and gives a survey of VIA's first five years.

The text carefully chronicles the system's progress from concept to reality and on to cutbacks, noting the strangely detached and often destructive attitudes of the Federal Government towards passenger service in this country. Perhaps the criticism is too polite, although there is enough of it, well expressed, that railfans may wish to pass on a copy of the book, suitably underlined, to their MP's. The author has at least partially missed the fact that public outcry at train-killing, expected by the media to be massive and vicious, was limited and short-lived and thus dismissed by the Liberal government as politically insignificant.

The chapter on motive power is welcome since this is likely to be the last publication to praise the GM and Alco/MLW cab units while they still serve. The cover photo of FBA 6790 clearly illustrates how unique VIA really is, because pictured beside it is VIA's LRC.

Everything seems to be covered from coast to coast, including VIA's orphans: the single RS10, the two E8's, mixed trains and the experimental gray/yellow paint scheme. The LRC trainsets, on which the future of VIA is based, are suitably introduced.

Tom Nelligan attempts to deal with VIA's future, not by plucking a vision from some crystal ball, but indicating possible outcomes of events and processes in the first five years.

Criticisms of the book are few and of a nit-picking nature. The binding may be the weakest thing about it, so handle carefully. Mention of passenger services axed in 1977 may give the impression, likely not intended, that VIA was somehow at fault when in fact it had no say at all.

This is an excellent book, worth the price, that most railfans will wish to add to their libraries.

ETS NEWS by Terry Thompson

A downtown Jasper Ave. bypass set of wires has been strung for trolley coach operation, along 102 Ave. from 101 to 109 St. (a wrong way westbound operation) and south on 109 St. to Jasper. Overhead has also gone up on 118 Ave. from 142 to 156 St. then along 156 St. from 118 Ave. to Stoney Plain Rd. (101 Ave.)...The new Brown Boveri-General Motors trolley coaches are "A1"--the smoothest, fastest, quietest rubber tired transit vehicles I have ridden. Almost all of them (100 ordered) are in operation--one hardly ever sees the 37 problem-ridden Flyers anymore...The LRT extension under Jasper Ave. to 107 St. is on time and on budget, with opening set for June, 1983. However, no decision has been made as yet as to the direction of the next extension...The speed limit on the existing LRT line (opened 1978) has been increased to 37 mph from 31 mph. Two new DuWag LRV's, 1018 and 1019, have been completed at Cromdale Shops (the body shells are built in West Germany by DuWag). The remaining 23 on the order will be finished by Calgary Transit in its modern Anderson Rd. shops and delivered to Edmonton in time for World University Games in July. Upon arrival, the new cars will be moved to the new shops near the Clareview Terminal. At present there is not enough room at the existing Cromdale Shops for the new cars; in fact, some ETS work equipment is stored on the tail track at Clareview. Some of these cars are intended for the South Side extension, which is currently on hold.

Correspondence

Dear Mr. Westland,

As a UCRS member, I look forward to receiving the monthly Newsletter and enjoy reading it, as Canadian news is not readily found in the U.S. publications. Your latest issue, No. 400, is no exception. The long article on the Vancouver ALRT system is quite interesting, though several errors in regard to U.S. transit systems crept in and should be noted. Some other information seems to be from rather dated sources and current information might resolve some apparent questions.

I would like to submit some comments and corrections. In the paragraph on steerable trucks, a great deal of development and testing has occurred in the last five years. This has resulted in several applications of steerable trucks to freight cars, both in Canada and overseas, which have proven the design concept for reducing wheel wear, noise and friction, especially on curved track. The extensive testing UTDC has done and continues to do at their test centre in Kingston has validated the concepts and designs for the ALRT trucks as well as provided data on many variations of the basic design. All the tests, especially the thousands of miles of running on the test track and the high speed tests on CN track, confirm the claimed benefits of steerable trucks. The unresolved aspects of steerable trucks have to do with maintenance costs and activities during the life of the trucks rather than with the concept or theory of steering.

In the paragraph on the Power Conversion Unit, the statements about Cleveland and Chicago having three-phase alternating current traction motors are in error. The three cars so equipped in Cleveland in the early 1970's have been restored to conventional DC traction equipment and Chicago has no three-phase AC equipped cars on order and never has. I do not understand how "power conversion units introduce additional expenditure of electrical energy" since all solid state controls, whether DC choppers or AC inverters, eliminate the resistor losses of traditional propulsion systems and provide regeneration of power to the supply during braking. Every study ever done shows solid state propulsion systems reducing power consumption, not increasing it.

In the paragraph on Capital Cost of Cars, the use of 1964 data for comparison to ALRT cost; even with the disclaimer in the last sentence, is misleading. The bid price for the latest New York 51-foot cars was about $845,000 per car and the bid in Houston for essentially a TTC 75-foot car, was about $853,000 in U.S. dollars. The $1 million in Canadian dollars for ALRT is essentially the same and represents a significant increase in electronic complexity from the other two cars.

The concluding paragraph, I believe, correctly summarizes the current state of the system, but its implications of keeping an open mind may be missed by many people who "see" only the negative or questionable aspects of the program, which may not be inherent to ALRT. Such areas as route, parking and terminal layout can be problems for any new system regardless of mode, and care must be taken to identify the responsibility for design decisions and then not misplace it when discussing the final result.

Walter R. Keevil, Superintendent, Electric Vehicle Design, Chicago Transit Authority

Dear Mr. Westland,

There were several errors in J. Ralph Oakley's otherwise excellent article on Vancouver's ALRT in the February UCRS Newsletter. Cleveland did test three Airporter cars equipped with a WABCO regenerating AC propulsion system in 1973 with an UMTA grant, but after the 12 month test was completed the three cars were retrofitted with their original GE DC propulsion systems. GE did the retrofit at its locomotive repair shop near Cleveland.

CTA currently has 600 rapid transit cars on order from the Budd Company. A small number have been delivered. They will all have conventional DC propulsion with cam control. Regenerating AC propulsion systems are being used in several European cities (Helsinki, Berlin and Hamburg) on a small number of railcars.

Jeffrey Mora, Office of Systems Engineering, Urban Mass Transportation Administration, Washington, D.C.

Dear Mr. Editor,

The May 1982 issue of the Newsletter contained a most interesting article, TWO WEEKS WITH A EURAILPASS, by Mr. Harry Dodsworth. I am taking this opportunity to follow the author's suggestion and talk about his trip. In two holidays in France, Switzerland and Italy, using EURAILPASS for a two-week stay, the cost per mile of travel on railways worked out to 12.35¢ Canadian. The following year, a EURAILPASS for three weeks cost 12.35¢ per mile. The difference occurred because in the first case travel was much more leisurely, with one-three day stays in St. Moritz, Brigue, Lucerne and Bern.

While the Bernina Railway is indeed one of the components of the Rhaetian Railway, its main line is from St. Moritz to Tirano, Italy, crossing the border at Campocologno, 5 km west of Tirano. As. Mr. Dodsworth points out, the gradient is unbelieavable; one of the steepest grades in Europe for a railway operating on simple adhesion. While the Rhaetian Railway runs on 11 kV 16 2/3 Hz, the Bernina does it on 1000 V DC. There is an across-the-platform connection between the RhB and the Bernina at Pontresina, where through passengers generally change to avoid the "end-run" into St. Moritz. You can catch the express to Chur either way. The St. Moritz-Chur-Disentis-Oberalp-Andermatt-Furka-Brig-Visp-Zermatt GLACIER EXPRESS made its last run around the end of June, 1982, when the new tunnel from Realp to Oberwald (15.531 km, 2160 m above sea level) under the Furka Pass was opened. Since the GLACIER EXPRESS no longer climbs to Gletsch, near the foot of the Rhone Glacier, this name has been abandoned and the

renamed train RHINE-RHONE EXPRESS (or RHONE-RHINE EXPRESS, depending on the direction of travel) has assumed operation over the same route. While there are rack sections on both sides of the new tunnel, the track through the tunnel itself is essentially level and worked by simple adhesion. The new tunnel permits all-year working of the line from Brig to Andermatt, which formerly was suspended from late autumn to spring by the dismantling of the Steffenbach Bridge over an avalanche-plagued ravine near Tiefenbach on the north side of the Furka Pass. Incredible but true! The total cost of the tunnel, initially estimated at SF 74 million in 1970 rose to SF 225 million; but SF 74.5 million was due to inflation. The tunnel has been constructed in the form of a "Y", of which the two principal arms point south to the "Bedretto Window", a 5221 metre service tunnel, providing access to a third excavating face. May I recommend most heartily that Mr. Dodsworth and other readers pleasure themselves in the resolution of the "Three-or-more Pass" problem. This exercise consists of choosing three or more Alpine passes through or under which railways run and then working out a route to traverse all of these passes/tunnels, returning to the starting point without using the same route twice. Originally, my route included the Mt.-Cenis Pass (Modane, France-Turin, Italy), the Simplon Pass (Brigue, Switzerland-Milan, Italy) and the St. Gotthard Pass (Lucerne, Switzerland-Milan, Italy). Mr. Dodsworth's route included four more passes: the Bernina, the Albula, the Oberalp and the Furka. Advanced students may wish to include the Arlberg and the Brenner, which provide a rather roundabout route from Zurich to Milan.

Congratulations, Mr. Dodsworth, for braving the perils of Italian road travel (which are considerable) to reach Tirano from Edolo. Only those who have attempted such transits can really appreciate this accomplishment!

--Sandy Worthen, Toronto

Dear Mr. Westland,

For what it is worth, here's a little addition to your "brain teaser" featured in the last two Newsletters. The trains mentioned, Numbers 173/174, operated from Hamilton to Guelph and northward by way of Lynden and Harrisburg. At the latter point, 173 continued on along the former Great Western main line to St. George. After a scheduled two minute stop, it returned backwards to Harrisburg as No. 166 (Employees' timetable No. 93, Nov. 27, 1949) and then continued northward along the lower Fergus Subdivision to Galt and Guelph. The return trip in the evening saw No. 174 change number again to No. 165 for the backup to St. George, leaving that point one minute later as No. 174 again.

Fortunately for the traveller, the public timetables never went to the trouble to spell out these number changes, no doubt sparing much confusion. These trains lasted until the summer of 1959, likely more for the mail and express carried than for numbers of passengers. For anyone interested, I am in the final stages of preparing a history of railway activities in the St. George/Harrisburg area, once active stations on the GWR and GTR.

--Rick Mannen, Lynden, Ont.

UTDC

Urban Transportation Development Corporation Ltd.

Hawker Siddeley Canada INC.

joint venture agreement

Hawker Siddeley Canada Inc. and the Urban Transportation Development Corporation Ltd. have signed an agreement to form a joint manufacturing company to build various types of rail passenger cars for urban transportation. The agreement will be closed at the end of 1983 at which time the new company, 80% owned by UTDC and 20% owned by HSCI, will assume the assets and operations of Hawker Siddeley's Canadian Car Division, Thunder Bay, Ontario, and will purchase the shares of UTDC's wholly-owned subsidiary, VentureTrans Manufacturing Inc., Kingston, Ontario. The Canadian Car Division of HSCI and its predecessor, Canadian Car and Foundry Ltd., have a long history of design, manufacture and marketing in the traditional railway passenger car field, as well as in the manufacture of transit vehicles, while UTDC has emerged as an industry leader in intermediate and light rail systems, most notably through its development of the Canadian Light Rail Vehicle.

Following the success of the CLRV contract for Toronto, the two companies have been acting under a general agreement to co-operate on bidding. This joint approach to the market has been the natural outcome of their complementary areas of expertise. With a background of close co-operation in joint tendering and in supplier/contractor roles, discussions have proceeded to the point where the parties have agreed upon a course of action whereby their mutual interests can best be served in the form of the joint venture manufacturing company, in which UTDC and Hawker will each have an equity interest.

--CN has applied to the Canadian Transport Commission for permission to abandon its Middleton Subdivision in Nova Scotia, extending from Bridgewater to Middleton and Bridgetown. The railway is claiming annual losses in excess of $300,000. If the CTC decides that the line should be retained in the public interest, then CN becomes eligible for a subsidy. Traffic on the 67-mile line has declined from 309 carloads in 1977 to 111 in 1981. Present service is provided by a turnaround freight from Bridgewater as required, averaging about one trip per week. The line was opened in 1905, providing the first rail link to the South Shore. It carried both passenger and freight traffic and was extensively used by travellers from New England to the South Shore.

CANADIAN CITY BACKS U.S. TAKEOVER OF CANADA SOUTHERN--The St. Thomas, Ont. City Council has thrown its support behind a Michigan entrepreneur's efforts to purchase the Canada Southern from Conrail, a deal that could mean the creation of new jobs for St. Thomas. Mayor Doug Tarry said on March 15 that the city has gone on record as supporting the bid by Albert Atwell, Chairman of Cantunn Inc. of Warren, Mich. to buy Conrail's Canadian assets and to operate them as a viable railway. Conrail has recently been negotiating with CP Rail and CN Rail regarding the sale of the "Canada Division" for a reported $20 million. Since those negotiations, Cantunn Inc. has entered the picture with a competing bid and a plan to operate Conrail's Canada Division. At stake in the bidding war between the various groups are assets that include the Detroit River Tunnel, the 225-mile Canada Southern mainline, the 14-mile Fort Erie Branch (from Welland-Brookfield), the 17-mile Amherstburg Branch (from Essex), the 16-mile Leamington Branch (from Comber), the Suspension Bridge at Niagara Falls, and various yards and shop buildings.

St. Thomas City Council passed a resolution on March 14 after meeting Mr. Atwell regarding his purchase plans. Copies of the resolution will be sent to Stanley Crane, Chairman of Conrail, Transport Minister Jean-Luc Pepin, and to U.S. Government agencies involved in Conrail's sale of its Canadian assets. Mayor Tarry said that the resolution was passed to dispel rumours that municipalities along the Canada Southern are opposed to having the assets sold to Cantunn. (Were these rumours started by Canadian interests?) The City of Niagara Falls, Ont. has also passed a resolution supporting the Cantunn bid and other municipalities along the line will likely follow. St. Thomas will be the big winner if the Canada Division is sold to Cantunn. The company would operate from the huge ex-Michigan Central station on Talbot St., and the railway shops would be revived and become the maintenance centre for the new operation. The most immediate result of a Cantunn takeover would be that 71 Conrail employees threatened with loss of employment by the CN-CP proposed takeover would keep their jobs. Also, more jobs will likely be created as the railway gets into operation. Mayor Tarry says that CN and CP have no interest in operating the Niagara to Detroit line. "We feel that their purchase of it would mean the abandonment of all the rails on most of the division from Fargo (mileage 169.6, near Chatham) to Welland." CN is basically interested in the tunnel at Windsor, and CP is after the Suspension Bridge to Welland (Brookfield) section as a natural extension of the CP-owned TH&B. CN's Cayuga Subdivision parallels much of the Canada Southern line, backing up the abandonment theory. CN-CP purchase of the line would mean the abandonment of the shops and railway station-office complex in St. Thomas and the loss of jobs for the present 71 employees whose annual payroll exceeds $2 million. Mayor Tarry also pointed out that Conrail is not running through trains on the line, and since 1977 has been running its trains south of Lake Erie, even though that route is 104 miles longer and goes through large urban areas. Concern has also been expressed that Conrail is allowing the Canadian facilities to run down, and thereby depreciating its value. Mr. Atwell, who is involved in a Michigan trucking business, has already invested $3 million in pre-sale market studies and has already arranged Canadian financing for the purchase. The studies indicate that the railway could be operated at a profit. The Ford Motor Land Development Corp. is supporting the Cantunn bid and is involved as a minority shareholder.

Cantunn has proposed some interesting ideas regarding operation of the line. First of all, a proposal to run piggyback trains seems to be in the forefront. Initially, a minimum of two trains per day each way would be established. Cantunn has also mentioned the revival of passenger service. One can envision a rider coach on the rear of a TV (piggyback) train! Another proposal is the lowering of the floor in the Detroit River rail tunnel to allow for the passage of tri-level auto racks, which are presently ferried across the river on barges. Cantunn estimates that the cost of shipping new autos and trucks across the river could be cut to one third of the present level. Another proposal being studied is to convert the tunnel so it can be used for truck traffic when it is not needed for rail traffic, also creating the possibility of a new inter-modal yard for Windsor. Mayor Tarry of St. Thomas says a takeover has the blessing of the major automakers and also would be a tremendous asset for Southern Ontario industry in general.

Thanks for the above information go to Bill Nicholls of London and Peter Geigen-Miller of the St. Thomas Bureau of the London Free Press.

--Mike Lindsay

- PALAIS STATION MAY RETURN TO SERVICE--VIA Rail has stated its intention to serve its Montreal-Quebec City passengers better by moving back into the latter city's Palais Station. The facility has stood unused since 1976, the time of the ill-advised move to suburban Ste.-Foy Station. At present VIA captures only 4% of the travel market between the two cities, but feels that a return to downtown-to-downtown service could dramatically raise its proportion of that market to between 30% and 35%. The station was sold by CP Rail to Quebec City in 1976, and the small CP station on St. Sacrement Street was abandoned in 1979. Municipal authorities had sought removal of train operation in the downtown area primarily because of noise and traffic tie-ups at level crossings as occasioned by freight trains. Now they have reversed their position, at least as far as passenger trains are concerned (Ottawa please take note) and would like to have a downtown intermodal facility established, with accommodation for connecting train, bus and taxi service. VIA plans a $20 million investment in Palais Station to make it more attractive and functional, and will have to relay five miles of track to permit trains to reach it. Additionally, some double tracking would be carried out in the suburban area. VIA hopes to operate eventually a twohour Montreal-Quebec City schedule with LRC's travelling the north shore (CP) line, which has the best alignment between the cities. Operation on this line, however, depends on use by VIA of the CN Mount Royal Tunnel; negotiations to this end are in progress with that railway and with the Canadian Transport Commission and COTREM (the Montreal Regional Transportation Advisory Council). Provided that all goes well, Palais Station could be back in use within two years, a valuable downtown-to-downtown rail service could be re-established, and other Canadian cities which have lost their downtown passenger terminals will be looking with envy at Quebec City.

--VIA Rail "Vialogue"

• CN and CP Rail are to be asked to disclose information about unexplained billings of VIA Rail to a House of Commons Committee in closed door sessions. MP's have complained about "mysterious" bills, and VIA President Pierre Franche has indicated that he will use the opportunity to request the railways to make available detailed accounting of the charges levied by them against the passenger carrier.

• Notwithstanding the above, VIA signed a new operating agreement with CN and CP on December 31. The "Memorandum of Understanding" will provide VIA with more detailed information about the charges made by the railways for station operation, equipment maintenance and switching, broken down by location. Heretofore, such charges have been rendered only in "global" terms, with no indication as to where the costs were actually being incurred. VIA now expects that the detailed information will permit it to be more cost effective by directing its energies to specific areas where economies can be effected. The agreement also provides VIA with greater leeway in negotiating additional train frequencies with the railways.

• CONTINENTAL MEAL SERVICE ON THE CANADIAN--On February 1 VIA Rail revamped meal service on its transcontinental CANADIAN with a view to increasing revenues and reducing expenses. Net savings of about $1.5 million per annum are expected, but an unfortunate aspect of the change is the loss of 19 on-board services positions. The Continental Meal Service replaces a daily menu of several individually priced entrees with two basic choices at each meal, plus appetizer, dessert and beverage, at fixed prices of $4.50 for breakfast, $6.50 for lunch, and $9.00 for dinner. Children may have half-price reduced portions. Examples of choices from one of the first menus are (lunch) pork chops Polynesian or chicken salad and (dinner) short ribs of beef or fried fillet of sole. The early morning arrivals of THE CANADIAN at Toronto eastbound and Vancouver westbound are accompanied by a Continental breakfast offering at $2.50. Menus change each day during the 4½ day transit between Montreal and Vancouver, and menu selections are based on those which have proved to be the most popular with passengers over the years. The limited menu concept results in less food spoilage with the smaller variety of items to be stocked. Meals continue to be freshly prepared in dining car kitchens, and china and tablecloths are still the order of the day. In an effort to speed up service, passengers are now afforded the option of pre-paying for a meal at the same time as lunch or dinner reservations are taken. Breakfast continues to be served on a first come, first served basis.

The new meal service has been adapted in large part from the "Affordable Meals" program introduced on the OCEAN LIMITED in April, 1982 (see Newsletter 391, Page 7). The dining car now offers full meals only during the daytime, and passengers desirous of lighter fare such as soup and sandwiches may obtain same at auxiliary on-board outlets. A Continental breakfast is offered daily in the Skyline and Park dome cars. A late evening snack service is now offered in the dining car, replacing the bingo games formerly carried on. During peak travel seasons the Skyline car will also offer full meal service. There is a minimum of five crew members in the dining car, including a steward, two waiters, a chef and a cook assistant. --VIA Rail "Vialogue"

• Between February 21 and May 29 VIA is offering 40% off one-way fares between points in Southwestern Ontario. The "Way to Go Fares" are being accompanied by an extensive newspaper/radio ad campaign together with the issuance of posters, information kits and buttons and the mounting of displays in shopping malls.

FIVE PEOPLE KILLED IN RDC CRASH--A VIA Rail Edmonton to Calgary RDC ran through an open switch and crashed into two tank cars on a siding just south of Carstairs, Alta. on Mar. 23, killing four passengers and the engineer and injuring ten others. The accident took place at 11 a.m. The front of the Dayliner was ripped apart by the impact. Both CP Rail, on whose line the collision took place, and the CTC are conducting an investigation. It was reported in the press that the foreman of a work crew replacing ties near the accident site may have inadvertently left the switch set for the siding, causing the wreck.

--Deliveries have commenced of GO Transit's 71-unit second order of bilevel equipment. The non-cab cars are apparently numbered commencing at 2100; no cab cars had to date of writing made an appearance.

MISCELLANY by Doug Page --On Tuesday, Mar. 8 the Train Movement Director's job at CN's Stuart St. Yard in Hamilton was abolished. All movements in Hamilton Yard are now controlled by the NI dispatcher in London. However, an operator and a yardmaster are still located at Hamilton Yard.
--General Electric of Erie, Pa. is now testing the first of a new model series, the "Dash 8"; individual models will be designated B23-8, B30-8, C30-8, B36-8 and the C36-8. The new models vary from previous models both outside and inside and also feature the first use of a microprocessor, which uses an on-board computer to monitor control functions.
--Over the period of a month there have been five STARLITES into TH&B's Aberdeen Yard: Thursday, Mar. 3, Wed. Mar. 9, Thurs. Mar. 17, Fri. Mar. 18, and Thurs. Mar. 24.
--The Western New York Railway Historical Society of Buffalo, N.Y. has acquired former Pennsylvania R.R. 11 Decapod steam locomotive 4483, donated by the Westinghouse Air Brake Co., of Wilmerding, Pa. (near Pittsburgh), where the engine had been on display since 1963, along with business car "OHIO". The Society plans to place the engine back in service, if possible, to operate on area railroads. The group is asking for donations of materials, tools and money to help it in its project. During last December the engine was moved from Wilmerding to Hamburg, N.Y. and is now located at the old Erie R.R. station just off Union Rd. in Hamburg. The engine is accessible for photographs and Society members may be seen at the engine site on weekends.
--CP Rail SD40-2 6033 was assigned to the phosphate rock train on Fri. Mar. 18, while 6031 came in on the STARLITE on the same date.
--A Sperry Rail Car arrived on the TH&B on Mar. 26.
--Patronage on VIA Rail passenger trains was down by over one million riders from 1981's total count of eight million riders, largely due to the 20% cut in VIA service. VIA's operating loss increased from $398.7 million in 1981 to $440.4 million in 1982.

UCRS and other events and activities

by Ed Campbell

It is great to know that, on Saturday, October 1, the Upper Canada Railway Society will run a Fall Colour Excursion from Toronto Union to Gravenhurst, with a side trip to Huntsville. Air-conditioned, washroom-equipped GO Transit bilevel equipment will be used, and so far as is known this will be the first use of the bilevel cars north of Barrie. Seats will be reserved only, so order early if you want an upper level seat. There will be numerous photo stops, including one after nightfall. It is possible that the side trip to Huntsville could be replaced by an opportunity for a ride on the steamship SEGWUN. The excursion will leave Toronto Union Station at 8 a.m., returning to Toronto at 8:45 p.m. Fares before August 15th are Adult $37.95, and Child $28.95; after August 15th they will be Adult $40 and Child $30. The side trip fares are Adult $8.95 and $7.00 for Child, before August 15th. Light snacks will be available on the train. There will be a street car outing in Toronto on Sunday, Oct. 2.

--The walking tour of the CNR Spadina Roundhouse has been cancelled and the expected tour of Walkley Yard in Ottawa also cancelled as CN will no longer allow group tours in its yards. In place of the Walkley Yard tour, efforts are being made to arrange a 1201 trip. This will probably delay the event as 1201 is at present undergoing extensive repairs. Details will follow later.

--The Society wishes to thank all of those members who assisted in setting up, manning and dismantling the UCRS booth at the Canadian National Sportsmen's Show. These members are George Meek, Norm English, Ed Misera, Jim and Heather Walther, Charles and Helen Bridges, Mrs. Millie Sandusky, Carlyne Buck, Tom Thompson, Mal Marchbank, Gerry Sturgess, Peter Rowlett, John Slobodin, Vic Borrow, John Walker, Irene and Tom Shadlock and Ralph Percy. Vic Borrow helped to set up the Baker valve gear display; John Laraway, Dave Scott, Chris Spinney and Jim Porter also helped. The Sportsmen's Show management was very pleased with the booth. There is no better way to support your Society than to take an active part in it.

Saturday, April 9 and Sunday April 10--Lindsay Model Railway Show will be held in the Armouries on Kent St. in Lindsay, Ont. The Saturday hours are 12-5 p.m. and the Sunday hours are 1-5 p.m. The UCRS will have a booth at the show.

4L³S³

The Fourth
LEASIDE LOCO LEAGUE
Slide Show Spectacular

At the April **UCRS** meeting.

(Toronto and Hamilton)

Friday, April 15--The regular UCRS Toronto meeting will be held at the Education Centre, corner of College and McCaul Streets, 6th floor. Doors open at 7 p.m. for informal get-together so that the meeting can start at 8 p.m. sharp. The program will consist of (1) the fourth Leaside Loco League Slide Show Spectacular and (2) an address on the subject of the tourist railways of Wales by Doug Smith of Buffalo, N.Y., illustrated with slides. Do not forget your "newscast" slides.

Friday, April 22--The regular Hamilton Chapter meeting will be held at 8 p.m. in the CNR station, Hamilton. You always have a chance to show your slides at Hamilton, so plan to attend. A GO bilevel ride direct to the station is available on trains leaving Toronto Union at 1719 and 1803, the first train running express to Oakville, while the second makes all regular station stops. All UCRS members and friends are always welcome. Don't forget that the Fourth Leaside Loco League Slide Show Spectacular will also be featured at this Hamilton meeting.

Saturday, April 30--Annual Slide and Photo Trade Day of the Forest City Railway Society, London, Ont., at All Saints Anglican Church, 249 Hamilton Rd., between 1 and 5 p.m. Admission price is $1.

Sat., Apr. 30--. NRHS Buffalo Chapter Annual Banquet. The program will be presented by famed Canadian railway historian Omer Lavallee. Location: The Pellamwood House, Transit Rd. south of Clinton St., West Seneca (a Buffalo suburb). Take the New York State Throughway to the Depew interchange (signed "Depew and Transit Rd."). Drive south on Transit Rd. about eight miles to the Pellamwood House, on the west (right hand) side. Time: cocktails 6 p.m., dinner 7:00. Prices: chicken dinner $11, steak $19. Make cheques or money orders payable in U.S. funds to NRHS Buffalo Chapter, and send to Banquet Chairman, 100 Harvey Dr., Lancaster, N.Y. 14086. Further information: Dick Olday, (716) 684-1604, or Al Kerr, (716) 836-0872. Omer is an exceptional speaker and has a marvellous slide collection; this is sure to be one of the top railfan nights of the year in this area.

Sunday, May 1--The UCRS will have a booth at the Whitby Model Railway Show which will be held at the Hayden Shore Pavilion, located on the lakeshore at the foot of Brock St., Whitby. Hours are 1-5 p.m.

Friday, May 20--The regular UCRS Toronto meeting will be held at the Education Centre auditorium (6th floor) starting at 8 p.m. sharp. The doors will be open at 7 p.m. for the usual pre-meeting get-together. Do not forget to bring your "newscast" slides. The program will be announced in the May Newsletter.

--The UCRS store at the CN St. Clair Ave. Station will not be open during April, but dates will probably be set for May and June.
--We are sorry to report that John Robertson must undergo further operations to correct the injuries which he received in a bicycle accident nearly six months ago. He will be in Toronto Western Hospital and later in the Hillcrest Hospital.

SHORT HAULS by Bruce Chapman

--Operation Lifesaver, about preventing grade crossing accidents, used VIA FP9A 6513, steam generator car 15403, a baggage car, coach 5626, business car 93, and diner 1342 from Edmonton south in February. It almost hit a truck on its run.
--VIA will begin an experimental "deluxe" service on its two Calgary-Edmonton RDC runs commencing April 1, with snack bar, hostesses, etc.
--The Discovery Train's 19 baggage cars are up for sale.
--Walt Disney Studios have arranged to use ex-CPR Royal Hudson 2839 to promote a new film; it will be hauling 10 tuscan red Delaware Otsego cars from Chicago to Washington via Detroit, Cleveland, Pittsburgh and Philadelphia, in late April and early May.
--Murray Dean, co-author of Railfare's recent book on CP diesels, died recently in London, Ont. at age 36.
--Versatile Vickers, of Montreal, has obtained the rights from Budd to build SPV 2000's in Canada. No orders have been received as yet for the RDC's.
--The Algoma Central Ry. has been ordered by the CTC to continue its Sault Ste. Marie-Hearst passenger service, which the railway had tried to abandon.
--CN has received CTC approval to abandon the Sheerness Subdivision, from Sheerness to Cessford, Alta., MP 33.8; also 17 miles of the Cudworth Sub., from St. Louis, Sask. to a point near Prince Albert.
--CN's 90-year old Bridgewater, N.S. station burned down recently.
--All of VIA's ice-activated air conditioning system cars are now retired.
--LRC locomotive 6905, which had been on test at the National Research Council at Uplands, Ont., left there Feb. 21. Coach 3320 is now at the NRC.
--CP will purchase 15 sets of Locotrol II equipment, which will be installed in SD40-2's 5800-14; remote equipment will be installed in the noses of SD40-2's 5758-5772, enabling them to lead on conventional trains.
--CN units are no longer being used on through CV trains, as of Jan. 11.
--VIA did not use steam generator cars on the rear of THE CANADIAN this winter, resulting in a number of these cars being stored serviceable at Symington, Moncton and Senneterre.

• The TTC has decided not to proceed with an improvement project, costing an estimated $400,000, at Bloor-Yonge Station. The work would have involved removal of the walls between the northbound and southbound Yonge line platforms and the adjoining mezzanines, to improve passenger flow.

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