



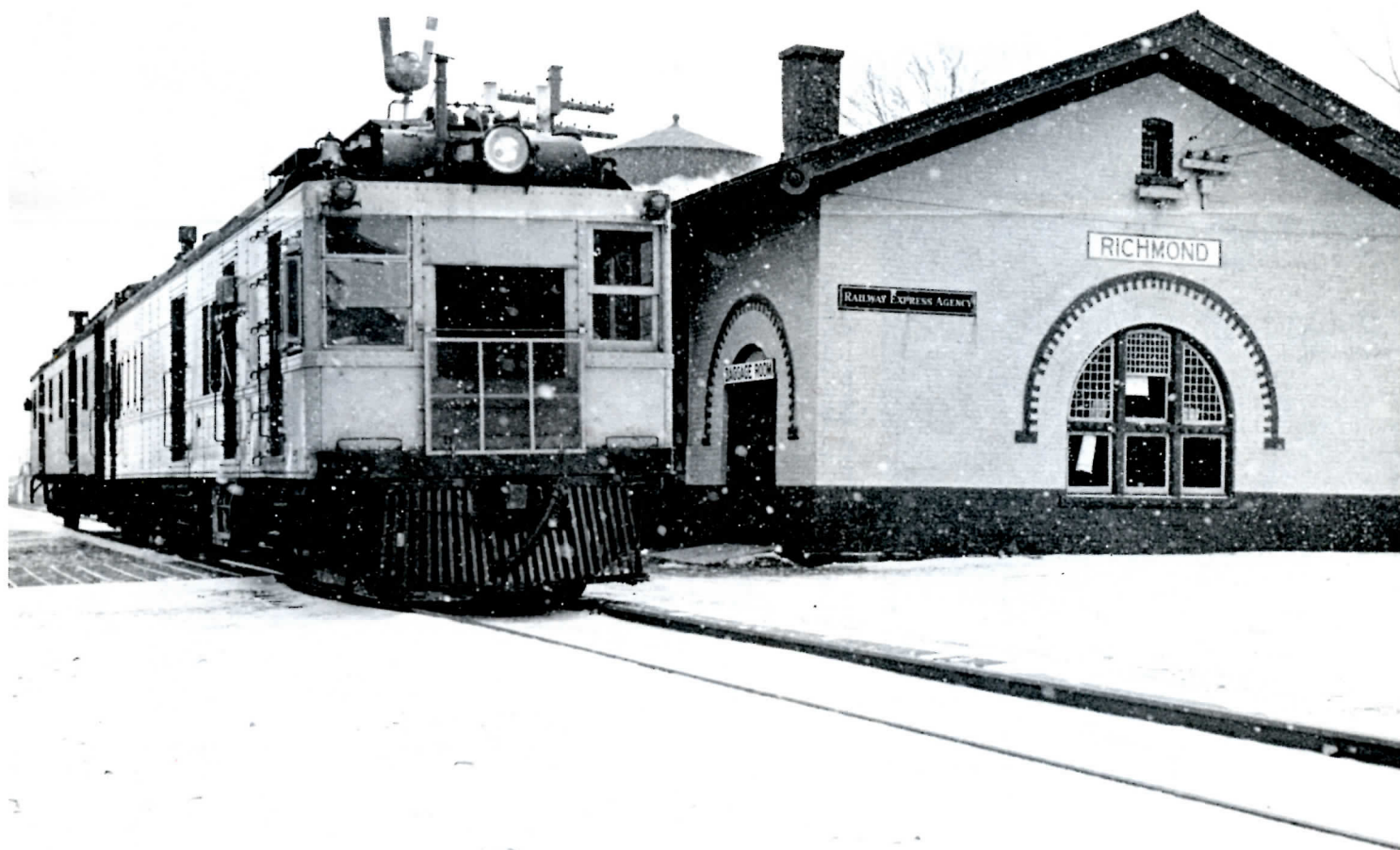
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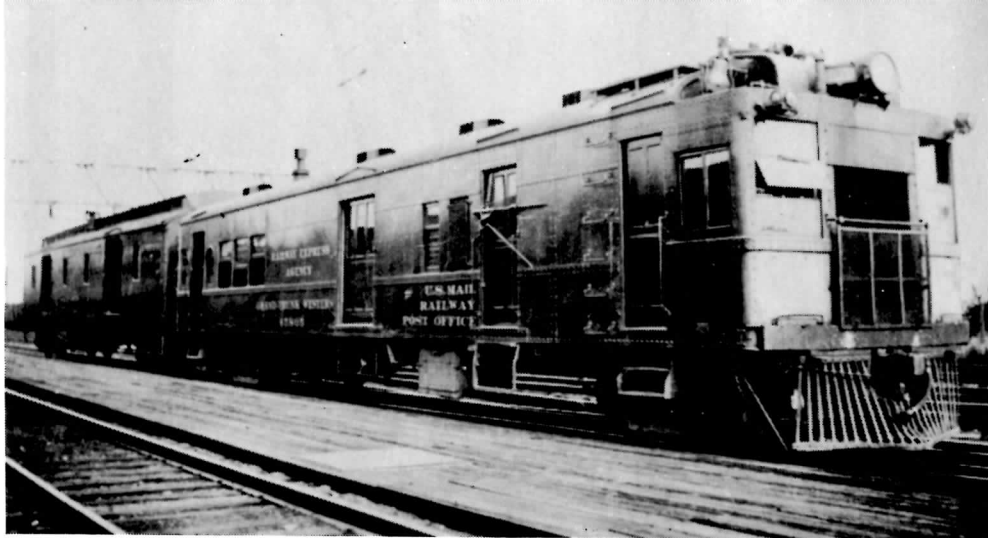
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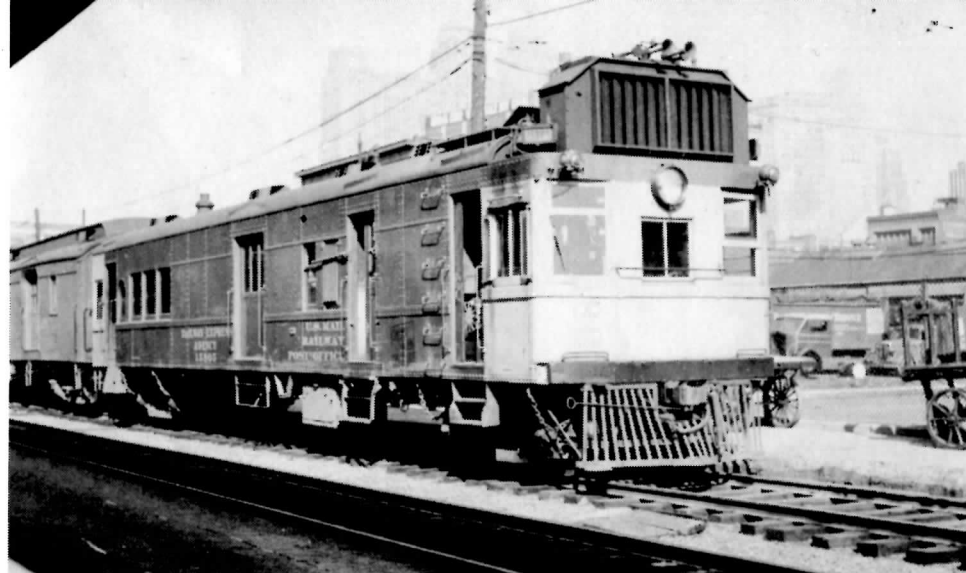
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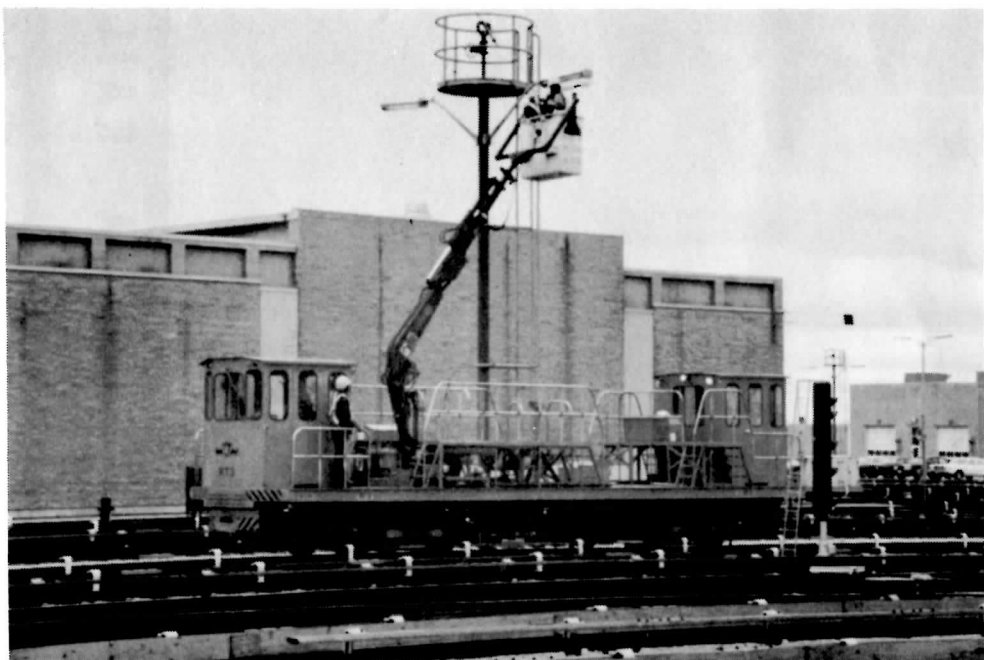
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



GTW "Doodlebug" 15805 and a wooden baggage car at Port Huron, Mich., before rebuilding. Note the RPO and Railway Express Agency sections.
--William J. Miller



GTW's lone gas-electric car awaits departure from Detroit's Brush St. Station (since demolished) as Train 34 for Port Huron. The large roof-mounted radiator was typical of the appearance of doodlebugs in later days. Note long handle on pilot, presumably for opening coupler.
--William J. Miller



TTC subway workcar RT3 is pictured at Wilson Yard recently. Note the cherrypicker mounted on the car, being used here by the workers to change out a light fixture.
--Ben Mills



CP Rail GP30 5001 leads two leased Conrail units westbound at Osler Ave. level crossing in Toronto, May 2, 1986. The unit appears to be fresh from the paint shop. The 5001, one of CP's first "second generation" diesels, dates from circa 1963.
--David Onodera



THE GRAND TRUNK'S "DOODLEBUG"

THE GTW'S BRANCH LINE MOTOR CAR

by William J. Miller

Well over half a century ago, when steam power was king on its roster, the Grand Trunk Western Railroad took delivery of its first gas-electric, self-propelled passenger car from the Electro-Motive Company of St. Louis, Missouri. The year was 1925, and if you were in the business of manufacturing self-propelled railcars, the future looked promising.

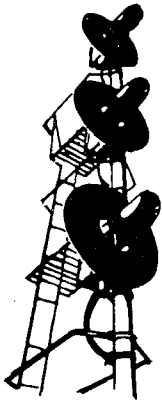
General Electric sold more than 100 self-propelled passenger cars, but with sales of about 500 cars, the Electro-Motive Co. was the uncontested leader in the field. In Canada, where GTW's parent Canadian National Railways was beginning to feel some strength after its birth pangs in the early 1920s, CN ordered nine experimental cars from the Ottawa Car Manufacturing Company Ltd. One of these cars, No. 15820, made railroad history when, on Nov. 4, 1925, it completed an east-west trans-Canada trip in the then record breaking time of 67 hours for the 2937 miles, the car's motor running continuously throughout the trip. By 1925 highway competition to the passenger carrying business and for small shipments of freight was becoming a concern to the railroads in both Canada and the U.S., especially to those with extensive branch line operations...and CN certainly had its share of branch lines, without a doubt! GTW, too, had a few lines that might profit from the use of something other than the traditional steam powered passenger train. However, in the final analysis it was the low operating costs of the railcars that made them most appealing to the railroads.

Therefore, when in August 1925 an olive green and gold lettered gas-electric car began running on the GTW, it was hoped that its operation, destined to handle the railroad's light density traffic, would reduce operating costs on GTW's branch lines. (In retrospect, it now seems paradoxical that GTW, the largest Class 1 railroad in the U.S. to use steam locomotives well into the 1950s and beyond, should have been one of the first lines to utilize internal combustion power on its rails.)

The gas-electric car, numbered 15805, was 57 ft. long, weighed 46 tons, was powered by a six-cylinder Winton engine capable of delivering 220 h.p., and rolled on four-wheel trucks with 33 inch wheels (in July, 1941 the Winton was replaced by a Caterpillar diesel engine of 200 h.p., and at that time a radiator was mounted on the roof over the engineer's compartment). Within 15805's all-steel body one could say that there were five cars in one, which included at the front end the engine room and engineer's compartment. Next in line was the Railway Post Office section, then the baggage and express room that could accommodate 17 passengers if needed, but the view was less than scenic during the ride, since it had no windows. The 17-passenger section had seats upholstered in bright green plush that went well with the mahogany woodwork; lavatory facilities and a water cooler were located in one corner. Finally, at the tail end of the car was a vestibule equipped with five seats. Passengers entered and left the car through the vestibule, which had doors on both sides.

The 15805 began its career on the GTW with a crew problem: the Brotherhoods wanted an engineer, "fireman", baggage-man, brakeman and conductor. The railroad insisted on a three man crew: engineman, baggage-brakeman, and conductor. The issue was settled in favour of the railroad, and the 15805 promptly went into service on the GTW's Michigan Air Line route between Richmond and Jackson as Trains 46 and 47, making the 211 mile round trip daily except Sunday. During holiday periods in the summer an open end coach would be added to the tail end of the "Doodlebug" (as it was dubbed shortly after entering service) to carry extra passengers bound for picnics, resorts and cottages along the route. Ringling Brothers Barnum & Bailey Circus' advance publicity car would also come into Pontiac from Jackson, attached to the "Bug". Shortly after entering service, 15805 even had the distinction of taking the Assistant General Manager of the railroad and his business car 84--the MUSKOKA--over the Air Line. A mail contract was obtained, and the gas-electric was in business.

By 1932, however, the worst year of the Great Depression, things took a bad turn--the mail contract had been dropped, and the "Bug" was taken off the Air Line and replaced by steam powered mixed trains 46 and 47 between Pontiac and Jackson on a schedule of three round trips a week, and mixed trains 44 and 45 between Pontiac and Richmond daily except Sunday. The "Doodlebug" was assigned to the Mt. Clemens Subdivision, obtained a mail contract, and made three round trips daily except Sunday between Port Huron and Detroit as Trains 31, 32, 33, 34, 35, and 36 over a one way distance of 57 miles. The 15805 also dragged along a wooden baggage car of ancient vintage to handle additional express shipments originating at a Chrysler Corp. plant in Marysville on a schedule that would ensure arrival in Detroit for connecting trains. When Chrysler moved to Center Line, the need for this service ceased, and one trip was removed from the schedule, although the car continued to carry mail and express, plus a fair number of



NEWSLETTER

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CENTRAL WESTERN RAILWAY CORPORATION GETS GREEN LIGHT--Former Transport Minister Don Mazankowski on June 19 gave the Central Western Ry., a private company headed by Ralph Garrett of Calgary and Thomas Payne of Edmonton, authority to commence common carrier operations on Sept. 1. The operation will consist initially of the 100-mile former CN Stettler Subdivision in Alberta, although the owners have visions of adding other lines to the system as CN and CP divest themselves of them. The Canadian Transport Commission had ordered the CN Stettler line into the permanent rail network and the railway was ordered to keep operating it chiefly for the benefit of grain growers along the route. The latter are increasing production and need the line.

John Schmidt, columnist for the CALGARY HERALD, observed that it had taken the Federal Government a long time to decide whether or not to embrace a short line railway policy. "In doing so", he remarked, "the government could have been looking over its shoulder at the reason why the CNR came into existence". He continued "In fact, CN is now too big for its britches and, with its high overhead costs, can't make any money yanking grain off branch lines. With an office in Stettler the management of a short line railway would be nearer its customers and accede to their wishes faster than a railway whose head office is in Montreal and is interested primarily in moving heavy tonnages over its main line.

"Developing a shortline policy flies in the face of the wisdom coming out of the Jack Horner-Otto Lang axis in Winnipeg to the effect that Canada can no longer compete on the world market for grain. Therefore, it is their contention that the CN-CP axis should be allowed to further eviscerate their branch line system--even the permanent rail network--and Western grain growers should be given a gigantic one-shot payout to diversify production. This would end the Crow rate and its benefits. This is fine--but do not forget that diversified production also requires a rail system--one than CN and CP provide unwillingly in some locations. Whether for political or practical reasons, Mazankowski has adopted the position that it is suicidal to tear up good track when there are private entrepreneurs who say that they can make a buck where CN-CP can't. Let them jump in and "play trains."

"One other factor may have influenced the Mazankowski decision to open the way for Garrett and Payne to spend three months negotiating a three-year operational project with Ross Walker, the CN Prairie Region Vice-President. Several branches either abandoned or slated for abandonment have been given new leases on life as grain dependent lines. Garrett said that the rates on the line between Camrose and Drumheller will be the same as at present. In fact, everything will be the same. Hopper cars may be loaded to only 60% of capacity on this line, "but as there is no penalty for half loads at present, we intend to carry on in that manner."

"We have not asked the Federal Government for any funds from the Prairie Branch Line Rehabilitation Program and it has not offered any" to bring the line up to standard where full cars can be accommodated. Garrett says that further negotiations are now taking place. CWR will negotiate a split rate with CN and CP for receiving its traffic. CWR will drop off loads on the CP or CN transfer tracks at Stettler. Which railway gets this traffic will depend upon which will give CWR the best deal. Although CWR is in the nature of a demonstration project, there are more than 400 short line railways in the U.S. Some of the well managed ones are making money for their owners. Garrett is enthusiastic about the prospects in Alberta. "This could open a new generation of railroads in Canada--and we are the leading edge. We are sure that we can provide an alternative to more branch line abandonment," he said. "The CWR is out for more shortline deals once its starts moving freight on the Stettler Subdivision. It has two or three more applications on the go. Adding to this situation is the fact that the two big railroads have announced that they intend to seek abandonment of thousands of more miles of branch lines. Our company is interested in taking on any that are available." At this point it is hard to say whether CWR will become the most expensive model railway in Canada or a transportation gold mine. It will be fun for three years, anyway."

--from M.F. Jones

Cover: GTW Gas-electric car 15805, running as Train 35, pauses at the station at Richmond, Mich. January, 1940. See article this issue.

--William J. Miller

Table 149.
JACKSON AND RICHMOND.

•46	Miles	September, 1925.	•47
P.M.		LVE. (Central time.)	ARR. P.M.
335	0	Jackson, Mich.	12 35
338	1.30	M. C. R.R. Crossing.	12 30
354	7.60	Roots.	12 15
401	10.50	Henrietta.	12 08
409	12.90	Munith.	12 02
419	18.20	Stockbridge.	11 52
428	23.40	Gregory.	11 43
437	27.10	Anderson.	11 34
445	31.00	Pinckney.	11 25
455	35.40	Lakeland.	11 15
504	38.40	Hamburg.	11 10
515	44.00	Rushton.	10 59
521	46.00	South Lyon.	10 53
531	50.90	New Hudson.	10 43
541	56.00	Wixom.	10 32
545	58.60	Walled Lake.	10 27
601	66.30	Orchard Lake.	10 12
612	70.50	arr. Pontiac.	10 00
630	70.50	lve. Pontiac.	9 44
645	74.00	Amy.	9 30
658	79.40	Rochester.	9 17
701	80.40	Bay City Crossing.	9 14
714	85.70	Washington.	9 01
727	91.50	Romeo.	8 48
742	98.40	Armada.	8 33
755	104.60	Main Street.	8 18
800-105.60		Richmond, Mich.	7 15
P.M.		ARRIVE	LEAVE A.M.

SCHEDULES FOR THE 15805 ASSIGNMENTS



passengers.

Operations of the 15805 naturally evoked mixed comments and good natured ridicule by its crews and the passengers aboard the machine...some of the remarks were none too favourable as the "Bug" seemed to be plagued with mechanical problems and on-line breakdowns. After all, it wasn't the INTERCITY LIMITED but, with a tail wind, was known to exceed 50 mph on the almost tangent track from Tappan Tower (Port Huron) to Milwaukee Junction (Detroit). Shopmen would have liked to banish the raucous car to parts unknown every time it showed up in the shop! During its career the "Doodlebug" made 21 trips to the shops for rebuilding, overhaul, repairs, face-lifting, interior renovation, exterior painting, lettering changes and relocation, plus the installation of a diesel engine in place of the Winton. This total did not include the numerous trips to the Port Huron or Milwaukee Junction roundhouses for minor repairs to keep the car moving under its own power. In spite of all its shortcomings, the motor car rolled along for more than a million miles during its 28 years of service on the GTW.

Of course, there were many incidents related to the operation of the car that could be retold, although they were not too humorous to GTW management at the time they occurred! "Pinky" Smith (with whom I made many trips) was called for a run as brakeman out of Detroit. The 15805 managed to get up the grade out of Brush Street Station as far as the first grade crossing at Mack Ave., when it emitted a spasmodic cough...and died! "Pinky" phoned Milwaukee Junction, and after giving voice to his opinion of the "Bug" and its operating characteristics, a diesel locomotive was dispatched to pull the invalidated car to Port Huron to finish the trip. Ivan Meade, who later became GTW's Road Foreman of Engines on the Detroit Division (I recall many good trips with him) was called for a trip on the "Bug". However, never having run the gas-electric before, he did not know how to start the thing! Calling the Junction for instructions, and after a few minutes on the phone with the roundhouse crew...plus a few exacting expletives on Grand Trunk motive power and the operation of the railroad, etc., etc....Ivan capably took the train to Port Huron and return without incident or additional instructions. Perhaps the simplicity of the thing was an advantage.

With the passing of the years and declining revenues, passenger service on the Mt. Clemens Subdivision was reduced to one round trip daily except Sunday for the "Doodlebug" as Trains 34 and 35. In 1953 the GTW petitioned the Michigan Public Service Commission to discontinue the trains, but the Commission denied the request. A compromise was finally reached with GTW agreeing to establish a commuter train from Port Huron to Detroit on a trial basis...the "Bug" was pulled out of service and replaced by a steam powered passenger train. The schedule was

Suburban Trains (Central time.) Leave Detroit for Pontiac @ 11:30 a.m., @ 3:30, @ 4:20, @ 8:45 p.m. Leave Pontiac for Detroit @ 9:00, @ 16:55 a.m.

Table 148--DETROIT AND PORT HURON.

•36	•34	•32	Miles	June 25, 1932.	•31	•33	•35
P.M.	P.M.	A.M.		(Eastern time.)	A.M.	P.M.	P.M.
18 30	1330	1100		lve. Detroit, Mich. arr.	9 55	3 10	8 10
P.M.	P.M.	A.M.		(Central time.)	A.M.	P.M.	P.M.
17 30	1230	1010	0	lve. Detroit arr.	8 55	2 10	7 10
7 40	2 40	9 20	4 20	lve. Milwaukee Junc.	8 35	1 51	6 51
8 32	3 02	9 42	10 10	Fraser	8 15	1 30	6 30
8 10	3 10	9 50	21 60	Mount Clemens	8 05	1 20	6 20
8 15	3 15	9 55	26 27	Chesterfield	7 51	1 05	6 06
8 22	3 22	10 02	31 83	New Haven	7 43	12 58	5 58
8 30	3 30	10 10	37 54	Richmond	7 35	12 50	5 50
8 48	3 48	10 28	49 20	Smith's Creek	7 23	12 38	5 38
9 20	4 20	11 00	57 00	Port Huron, Mich.	7 00	12 15	5 15
P.M.	P.M.	A.M.		ARRIVE	LEAVE	A.M.	P.M.

Table 148--DETROIT-PORT HURON.

•34	Miles	April 20, 1951.	•35
P.M.		LVE. (East time.)	ARR. P.M.
1315		Detroit	9 20
3 25	4.13	Milwaukee Jn.	9 10
3 50	10.04	Fraser	8 44
4 05	21.53	Mount Clemens	8 35
4 11	25.17	Chesterfield	8 19
4 20	31.77	New Haven	8 12
4 30	37.48	Richmond	8 05
4 50	41.17	Smith's Creek	7 45
5 10	56.97	Port Huron (Tunnel)	7 30
P.M.		ARRIVE	LEAVE P.M.

changed to permit No. 34 to leave Detroit in the late afternoon, and No. 35 out of Port Huron in the early morning. Very little commuter traffic developed, and after several months MPSC granted permission to discontinue operation of the trains. On July 17, 1954, Train 34 made up of light Pacific 5032, baggage car 8446, and coach 5332 left Brush St. Station in Detroit for the final run to Port Huron. An era was over. The 15805 spent its remaining days idle at the Battle Creek Yards until December, 1957, when it was scrapped.



JOIN THE GOVERNOR GENERAL OF CANADA IN AN HISTORIC REENACTMENT OF CANADA'S FIRST TRAIN RIDE, AND A FULL DAY OF FESTIVITIES JULY 19th, 1986.

On July 21st, 1836, Canada's first train, the "Dorchester", left La Prairie for Saint-Jean-sur-Richelieu.

On July 19, 1986, VIA Rail, in cooperation with the cities of La Prairie and Saint-Jean-sur-Richelieu, will reenact that historic trip. Her Excellency the Governor General of Canada, Mrs. Jeanne Sauv , will be on board to commemorate the event.

A full day of celebrations includes a sculpture exhibition and the inauguration of a model of Canada's first train station.

A special VIA LRC train will leave Montr al at 9:15 a.m. and will return at 11:30 p.m.

Price per person is \$95. This includes round-trip train transportation, sparkling wine, tea and coffee on board, lunch and festivities at La Prairie, supper and dance at Saint-Jean-sur-Richelieu and commemorative souvenirs of the event.

The number of seats is limited. Please reserve early.

For information and reservations please call your Travel Agent or VIA Rail at 871-1331 in Montr al.

LET'S CELEBRATE 150 YEARS TOGETHER!



Exactly 50 years to the day following the Centenary trip operated by the CNR with Northern 6400 (see July issue, p.11), VIA Rail sponsored a trip through the same territory to mark the 150th anniversary (on July 21) of the inauguration of service on the Champlain and St. Lawrence Rail Road. The advertisement reproduced to the left (which apparently received little circulation) reveals that 1986 riders had to make do with an LRC trainset in place of the pleasures of riding behind 6400, and that they paid 190 times the 1936 fare for the privilege. It is probably a sign of the times that the Pontifical Mass which distinguished the 1936 event was absent from the recent one.

--Ad from John Welsh via Sandy Worthen

NEW GO TRANSIT LAKESHORE TRAIN--STATEMENT IN THE LEGISLATURE BY THE HONOURABLE ED FULTON, MINISTER OF TRANSPORTATION AND COMMUNICATIONS, JUNE 12, 1986

Mr. Speaker: Last fall, I outlined to the Legislature plans for the long term expansion of GO train services in the Greater Toronto area. The first phase of that expansion was to be the addition early this year of another weekday train to Burlington, making a total of three round trips between Burlington and Toronto. CN had given approval in principle to operate the new train, but when detailed assessment got under way, the railway found a number of unforeseen operational impediments. The further the investigation went, the greater the complications; unfortunately, we could not implement new service sooner. Eventually, Mr. Speaker, I met personally with CN's Vice-President, John Sturgess, and as a result, a way was found to resolve the problem. I am happy to announce that the new train will start operating not only to Burlington, but to Hamilton as well, on Oct. 27. In other words, as of Oct. 27, there will be three daily round trips between Hamilton and Toronto.

Further, I am pleased to say that the total package to be introduced in October makes changes in GO's morning rush hour schedule. These changes provide increased capacity along the entire route west of Union Station and, with the three Hamilton-Burlington trains running express for the portion of their trips between Clarkson and Union Station, many passengers will, in addition, enjoy faster service. The evening change is much simpler, but equally beneficial, with a new semi-express train leaving Union Station early in the rush hour to make the run through to Burlington and Hamilton. These changes are, of course, only the first step in a phased program which will see us operating full GO train service to Burlington within the next few years.

--GO Transit release

VIA - will it survive? by Bruce D. Cole

CONCLUSION

Well, it's Sunday morning--raining and mild in Vancouver. We have had a nice 24 hours--EXPO is certainly on everyone's minds. We are ready for the SUPER CONTINENTAL, so it's off to the VIA (ex-CN) station, which is a large gray stone structure. As you walk through the main doors, the ticket counter is on the left, with old tall wooden benches and a store opposite. A cafeteria is at the north end. Today, the inside of the station is receiving a complete facelift for EXPO. The south part has an LRC replica, and visuals will be put on display. The ceiling of the station has received an excellent restoration job. The tracks are straight out the centre. On checking the arrival board, I observe that the CANADIAN arrived at 9:25--on time today, and the SUPER CONTINENTAL is on time also. There are six tracks out of the station. On an outside track are spare equipment, stores and repair shops. Today, there is a Grand Trunk Pacific business car, NECHAKO; also a GTP baggage car, and an old CN baggage car in the black and white colours.

Today's CANADIAN is parked in the station; the equipment is as follows: 'F' unit 6513, 'B' units 6631, 6626, baggage-dorm 610, coach 3233, coach 102, Skyline 512, sleepers EDWARDSVILLE, CHATEAU BIENVILLE, DUFFERIN MANOR, diner Palliser, sleepers MACKENZIE MANOR, STRATHCONA PARK. VIA car BEDFORD is also parked in the station; switching is performed by CN switcher 1330. At the station they also have a board listing the equipment on both departing trains. They back the SUPER CONTINENTAL in at 11:50. Equipment today: sleepers ETHELBERT, which came across with us on the CANADIAN, EASTVIEW, Skyline Coffee Shop 516, snack coach 3223, baggage 9630, steam generator 15435, CN locomotive 5516, VIA 'F' unit 6311. A tank truck is watering the steam generator car, plus both locomotives. The CANADIAN is backed in at 12:00. Today's eastbound equipment: LAURENTIDE PARK, DUNSMUIR MANOR, diner PRINCESS, HINTERMANOR, BURTON MANOR, EMPEROR, buffet 763, coach 110, coach-baggage 3207, 'A' units 9618, 6306, 'B' 6635, CP 5953. I count 11 workmen around the CANADIAN when it is brought in. Both trains are washed and ready to go.

The SUPER has no lanterns on the back, just flashing lights. We check in; they have both a Passenger Service Assistant and a Service Manager. Today's load: 13 coach passengers and 10 sleeper passengers out of Vancouver; the inside is all nicely cleaned. We depart on time at 12:45, and we go up to the Skyline Dome; the side windows have been cleaned but not the front and rear. Three of the windows are cracked. As we pull out, tomorrow's CANADIAN is going through the washers. We are not 50 yards out of the station and we stop; then, after 10 minutes, I hear three whistles and we back up to the station; engine problems. The SUPER comes in from Winnipeg with the following: CHATEAU MAISONNEUVE, EMERSON, EMERALD, Skyline 517, coach 3216, baggage 9665, 'B' unit 6617, 'A' unit 6305. We pull out. To Still Creek, approximately four miles, what a mess of garbage. Since millions of dollars have been spent on EXPO, I hope that a few thousand will be spent on cleaning up the right-of-way from the station.

We are moving nicely at 13:45; the signals out of the station are three-tier, through about eight different control boards. At Baird Control, we head north and east on CP lines. We have some lunch in the Skyline; we have a waitress today for a change. Also, the Trainperson is a woman. We just have a couple of hamburgers, with the trimmings. I count the crew, and there are almost as many of them as passengers. They have made us feel at home; our car porter's name is Milton. We have two bedrooms in sleeper EASTVIEW; we take the partition out to make it more roomy. At our first stop, Port Coquitlam, we pick up five passengers; we're running 30 minutes late at this point. We are now passing numerous lumber mills on the Fraser River. It's interesting to watch the little boats manoeuvre the logs. In the distance you can see the Rockies. The Passenger Service Assistant comes around to take dinner reservations. Tonight, it's spare ribs, and chicken, or salmon steak. There are only two dinner sittings: 17:30 and 18:45. At Mission City, we cross the Fraser River onto the CN Yale Sub. for our trip to Kamloops. This portion is double track for a short distance, and then we are back onto single track. Looking over to the north, you can see all the tracks where they have taken out lumber; no reforestation has taken place. We arrive at Chilliwack, and here my kids think of the Anacin commercial. The station has six seats, a garbage can, and a pay phone. Six people get on. We are travelling on concrete ties and you notice the smoothness of the ride. We come into a rain storm and see a magnificent rainbow. Up the Fraser we travel through great scenery. So far, all freights are in sidings to let us pass.

We meet a Maintenance of Way unit that measures track worthiness. It's dark now and off to dinner we go, to probably the best meal we have yet had on the train. The dining crew are falling all over you. Our porter puts down the beds and the kids turn in. I go up to the Skyline car until we reach North Kamloops, then go to bed. We are still 30 minutes late.

Monday morning: it's dark out; I don't know where we are, but we are late, as we were supposed to be in Jasper at 6:15. A lot of light out now, but hardly any snow. We pull into Jasper at 7:15, one hour late. Milton helps us with all of our bags into this very quaint station. We put most of our stuff in lockers for the day. We go to the motel where I have reserved a room for the day. It's going to be a great day, sunny and warm. I spend a good part of the day photographing train movements in and out of Jasper. Also, I observe CNR 4-8-2 6060 being restored in the roundhouse. The tender is outside, and the engine inside, completely stripped. The boiler tubes are due anytime. They want the engine completed by May 23, to run into EXPO. The plans are to run it from Edmonton to Vancouver with overnight stops at Jasper and Kamloops. They then plan to return it to Jasper for daily excursions, operating 28 miles to the east. In the Jasper yards are quite a number of work cars, including several 'big hooks', plus three plows.

We arrive at the station at 2200. The westbound SUPER CONTINENTAL, which includes the consist of the SKEENA, is one hour late. The Jasper station is probably one of the best kept in Canada, spotlessly clean. VIA has the centre part; other occupants include CN and Greyhound. The SUPER arrives with the following engines: 'A' unit 6504, 'B' unit 6611, leading baggage 9623, coach

3241, Skyline 509, sleepers EDGELEY, EGERTON, coach 5707. The SKEENA's equipment is placed on the end of the SUPER, and includes: 'A' unit 6302, steam generator 15406, baggage 9673, coach 5747, buffet/snack 761, sleeper ERNWOOD. Not too many people get off or board the SUPER for Vancouver. As for the SKEENA, we are the only ones to get on: there are a total of 15 passengers out of Jasper. Our porter welcomes us, and he is the first porter to tell us to put our watches back one hour. The train is serviced, and we are on our way at 2230. We take the Robson Sub. to Red Pass then on to the Tete Jaune Sub. It has been a long day so we go off to bed.

0700 and we are in Vanderhoof, on the Nahako Sub., on time for a pleasant surprise. There is snow outside and the terrain is rolling at this point; not too many level crossings, so you don't hear the horn that much. The track is very smooth; this line is well used because of the unit coal and grain trains up to Prince Rupert. At 7:30 I hear the first call for breakfast. The kids are still sleeping, so I go up. Service is prompt and friendly. The sun is now out and we pass in and out of mist patches. During breakfast we pass an eastbound freight carrying mostly lumber, as there are many mills along this route. We have been following Fraser Lake for the last little while. The last spike on Canada's second transcontinental railway, the Grand Trunk Pacific, was driven on April 7, 1914, at mile 93.3 on this subdivision. It is now 9:00 and we have already met two freights and passed one; we see three eagles from our train and many animal tracks in the snow. It is a pleasure to see the conductor and trainman wearing proper uniforms on this train; on all others usually only the conductor was wearing a uniform. The stations along here are of all different shapes and sizes. At Burns Lake the price of gasoline is 56¢ per litre (versus about 40¢ around Toronto--Ed.). The kids go up to play in the lounge area of the diner. It has not been cleaned from the night before. This area we are travelling through this morning reminds one of Northern Ontario, with its lakes and trees.

We have seen a moose this morning, and we are now surrounded by snow covered mountains; we arrive in Smithers for servicing, and a group of 35 school children gets on. We start climbing after Smithers, and follow the Buckley River, then it's the Great Divide and the Skeena River, which we follow into Prince Rupert. All track on this line is under CTC. We have been on the Buckley Sub. until Terrace. No snow outside; it's raining now. Terrace is a division point, with a 15-track yard. We are now approaching Prince Rupert (the local folks call it 'Rupert'); there are only 10 passengers remaining now. Because of today's telecommunications, the telegraph lines and poles are being removed from sections of this route. It is apparent in this part of the country that the trees have been extensively cut down, without any reforestation.

We are just outside of 'Rupert' and the new grain and coal terminals are in sight; they are huge. There is also a terminal for export lumber, and we notice a ship being loaded. You go by the old grain terminal, which is now condemned. Arrival is on time, at 1845. CN 7000 and 7001 are on hand for working the yard. Two snow plows are present, and a three stall roundhouse. It's nice and mild out, and the rain has stopped.

Wednesday morning at 7:00; we are walking from our hotel to the station. It is 45 degrees and cloudy. The SKEENA is parked down from the station with the electrical lines hooked in. At 7:30, the train is moved up to the station. It is the same equipment as yesterday; the windows have been washed outside, and the crew is on board. We have the same bedrooms in the sleeper. There is only one other sleeper passenger and 10 coach passengers at this point. We leave at 7:45 through the yards and there is a B.C. Ferry vessel ready to leave from the port; a second ferry is coming up the canal. We pass the cannery, and are now on our way home. Along this stretch there are a number of abandoned fishing villages. From Prince Rupert to Terrace the track parallels the highway for a considerable distance. The highway, for a driver, must be fun when he meets the train. You also go through snow avalanche areas, where there are big signs and gates warning that you cannot stop. At Terrace we acquire six coach passengers and lose five. It is now sunny outside but, since we are climbing, it is cool. For lunch we just patronize the takeout counter. Because of the heavy traffic on this line, CN will begin replacing a substantial number of ties this spring; all of the ties and necessary hardware are at trackside. As of 1500 we have met three freights, averaging 90 cars. We have a few more coach passengers now, but no new sleeping car passengers. More snow is on the ground now as we wind our way through the valleys. For dinner tonight, I have salmon and the kids have the roast. After we get back to our room, the beds are down for the night. We are now coming into Prince George. You have never seen so many freight cars associated with lumber as here; CN has a huge operation. The station is very modern. We pick up some sleeping car passengers here, but still there are not too many passengers. After the train is serviced, we depart on time at 2140, crossing BC Rail's line.

I waken to the sound of locomotive bells the next morning; we are in Jasper. It looks cool outside. We are now attached to the rear of the SUPER CONTINENTAL. We travel to Edmonton as two trains, but attached together. As a SKEENA passenger, I cannot go up to the SUPER as I would have to pass through the baggage car, steam generator car and engine; separate crews also. I have a fast breakfast as I want to get pictures of this setup; yes, it's cold outside, but sunny, as I wait for a good photo spot. At this point we are travelling 30 minutes late. On this section of line east of Jasper we travel on concrete ties and wood ties on different segments. We pass through the accident site east of Hinton; it is pretty well cleaned up except for a pile of scrap at the east end. The temporary track is still in use, but the regular track should be open in two days. One thing I notice on CN lines is that the hot box detectors are not readily seen. Our first westbound freight is met at Medicine Lodge, near Edson. We are still down 30 minutes. The kids finally get up; since the diner is finished serving breakfast, we obtain food from the takeout, then go into the lounge and eat. It is very messy and dirty; I guess they were too busy to clean up.

It is now eight days since we left Toronto, and it has not snowed yet. After Edson, the terrain is pretty flat. Upon timing the speed, I notice that we are now travelling at 65 mph. We have lots of slow orders, so we are losing more time. Outside of Edmonton we skirt the marshalling yards. To the right, visible to everyone on the train, are the locomotives and cars involved in the Hinton accident. One would think that it would be placed out of sight. We finally make it into the Edmonton station at 1330, one hour late. We have a Redcap move our bags up to the SUPER; we again have two bedrooms. While this is going on and on our way to the station the

URGENT

IMAGINE CANADA WITHOUT A SINGLE PASSENGER TRAIN.

Many communities would be completely cut off from any form of public transportation. Others would become captive to a single mode or carrier. Many people would be inconvenienced, forced into their automobiles for grueling trips through dangerous road and weather conditions. Thousands of workers would lose their livelihoods. Tourism would suffer.

Does all this sound far-fetched? It's not as unlikely or impossible as it may seem. The future of the passenger train in Canada is still in jeopardy.

The government talks about improved services BUT has announced cuts to VIA funding. Cuts to train services in the busiest corridors and to the transcontinental trains are on the drawing boards. In fact, government has told VIA to improve efficiency and cut costs BEFORE it gets the modern equipment that is essential to attract the new customers that will achieve the goal of improved revenues.

Drastic cuts to the funding of VIA before the system is re-equipped so that it will attract passengers and improve efficiency may lead to the elimination of most—if not all—of Canada's passenger trains. Canada would then become the only industrialized country without rail passenger service.

Transport 2000 is the only coast-to-coast consumer group that has constantly advocated the modernization and retention of rail passenger service. Through research, published reports, and presentations to government officials and agencies, we continue to present the REAL facts on the cost and benefits to Canadians from a modernized VIA Rail Canada.

If you don't want to see the passenger train die, please join us in our fight. Become a partner in building a modern passenger railway system in Canada—Help support better public transportation.

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fire alarm goes off, so we reboard the train and decide to have lunch. We are still in the station by the time we have finished, but the SKEENA has been moved off. Now we are riding the SUPER CONTINENTAL. Our equipment out of Edmonton: 'A' and 'B' units, nos. not known; baggage car 9623, coach 324, Skyline 509, sleeper EDGELEY. There are only 15 sleeping car passengers and 35 coach passengers. I find that, on this train, the crowd is much older. We go up to the Skyline car, and one of the windows is cracked. Beside the train is some very old VIA equipment; baggage car 7857, combines 7210 and 7855, plus two business cars. Our attendant greets us, and he is very friendly and talkative. There is a passenger rep, and on-board service director. They are now making repairs to the 'B' unit, so more delay. We finally get moving at 1440, one hour and 20 minutes late.

Heading out of town, we parallel the LRT line. Then we turn east; we are not out too far, and are waiting for the westbound SUPER. It passes us, running 1½ hours late, with a consist of two engines, one steam generator, one baggage, one coach-Skyline, and two sleepers. The service director comes around for dinner reservations, and we choose the 1815 sitting. The terrain leaving Edmonton reminds me greatly of Southwestern Ontario--flat with lots of trees and lots of level crossings. Not much snow, but it is foggy and the trees are covered in ice.

We are now travelling at 75 mph. We pass three freights, then go into the Battle River Valley and cross a 2911-foot long bridge. Into Wainwright we are now only one hour behind schedule. We are traversing the Wainwright Sub., which extends from Edmonton to Biggar. It is second call for dinner, so off we go. It's turkey or beef, so we have two turkey and one beef. Service has been good. The only desserts we have had with our meals are fruit salad/carrot cake, and apple pie. There is a third sitting; we were not asked if we wanted it. After dinner I go to the dome but it is like a sauna. The heating valve is stuck, so the temperature cannot be adjusted. We seem to be moving along at a good pace; Biggar, Saskatchewan, 40 minutes late. No one tells us to put our watches ahead one hour; it's into Saskatoon. There is a huge marshalling yard here. The VIA station is very modern; about 30 people get off, with the same number getting on. The train is 80% filled now; we depart only 30 minutes late, which I hope we will make up overnight.

It's 615 and the buzzer goes to wake me up; we must be near Winnipeg. We keep stopping and starting; when I go out, I find that we have not reached Portage la Prairie. The kids are up, and we all go to the dome. I ask the Trainman, who is sitting here, what the problem is. He tells me that the brakes on the lead engine are not working properly, so we are awaiting a new engine. Luckily, a CN freight is nearby, with three engines, so one unit is borrowed for our train. While sitting in the dome, looking towards the nearby CPR line, I see the eastbound CANADIAN, running 1½ hours late into Winnipeg. We finally get moving with our new power. They open up the dining area for full breakfasts, due to the delay. We arrive in Portage la Prairie. This would be a great place for pictures as you have the CN main crossing the CP main, plus the line heading north to Churchill. It is clear and cool, with lots of steam rising from the train.

We are travelling at 75 mph into Winnipeg; very flat land, with snow. I have met people this morning who will be travelling to Toronto; they boarded in Prince George, in the coach. We come into Winnipeg, 2 hours, 15 minutes late. On arrival, our bags are transferred to the CANADIAN. We go down into the station for a few minutes, hand in our tickets, and then board.

The CANADIAN's equipment: 'A' unit 6516, 'B' unit 6632, baggage-dorm 605, coaches 3237, 129, Skyline 504, sleepers EKHART, MACDONALD MANOR, diner FAIRHOLME, obs TREMBLANT PARK. There is no attendant to greet us as we go to our drawing room A in car 239, TREMBLANT PARK. We put our stuff away; still no attendant. I go to see what he is doing, and find that he is checking off his stock, which is more important than passengers. The passenger attendant comes by and says "hello". We depart Winnipeg at 9:40, one hour and 10 minutes late. I am up in the dome and the trainman comes up with his radio; it is very annoying. We are now moving onto the CP line, taking the north track. The porter finally shows up and says "hello". On walking the train, I find that the coaches are 1/3 filled each, as are the sleepers. Incidentally, Dayniter coaches no longer are carried in either the CANADIAN or SUPER; they are on runs such as the SKEENA and HUDSON BAY. Sitting in the lounge portion of the PARK car, something seems different, and then it hits me: the curtains are gone.

We are really moving east of Winnipeg, doing 83 mph. We go under the CN main (to Capreol), then at Telford we switch onto the south track. There is a lot of snow on this portion of the trip. At noon, they come around with the lunch menu. We pass, as we shall make use of the takeout service. Our first stop since Winnipeg is at Kenora, one hour late. We have not met, as of noon, any freights. The kids go up to the snackbar. A little after noon they return, empty handed. The attendant has gone for his lunch. You would think that, between 12 and 2, the busiest time for luncheon snacks, that he would be there. Let him have his lunch before or after those times! The passenger service attendant serves us in the PARK car as this attendant is also out to lunch. After Kenora, we are again on the north track. We meet our first train of the day at 1235--five engines, two of which are C&O; it is an all piggyback train. We meet a second freight 15 minutes later with four engines (one C&O) and 20 minutes later a third freight with three CP units. We are travelling across the vastness of Northern Ontario with its thousands of lakes. The westbound CANADIAN, running on time, is passed 10 miles east of Dryden. It has one 'A' unit, two 'B' units, and nine cars. Because the heating system is out of control, no one is using the rear dome, and only a few are in the lounge.

The hot box detector has read an engine axle on the CANADIAN for the fourth time this afternoon. At Ignace, there are three eastbound freights ready to go, and one westbound. Some people jump off to have a smoke and get some fresh air. We're an hour late leaving Ignace. The run from Ignace to Thunder Bay is uneventful except that the scanner again goes off, twice, so we have to stop. It is snowing. We have dinner before Thunder Bay, two have chicken and one has roast, with apple pie. In Thunder Bay we all get off for some fresh air; it is snowing and cool. The trainman tells me that the twice-weekly passenger train from Thunder Bay to Sioux Lookout was cancelled several months ago. We leave Thunder Bay at 1940--50 minutes late. A B&O engine is on a siding just beside the train. A big crowd boards as the Toronto airport is closed. Sitting in the dome is very peaceful as we follow the numerous curves along the shore of Lake Superior. After Schreiber, it's bedtime.

We awake in the morning to lots of snow, west of Cartier. By the mileage boards, we are running one hour late. We go up for breakfast and the diner is quite full, and not too organized. There is one eastbound and one westbound freight at Cartier, from which point we depart at 940. We meet a westbound freight at Levack; we are now travelling at 75 mph. The PARK car and dome are filled this morning with all kinds of travellers. We meet No. 185, the White River train. The first RDC unit is for baggage, the second for passengers. We are now coming around the slag heaps of Sudbury. The Montreal section of the CANADIAN has 'A' unit 6787, steam generator 15456, coach-baggage 9300, coach 124. They add on the Skyline car and sleeper EKHART. The head end units do the switching, but it is organized chaos around the station. Once the switching is done, they load and we are on our way, 55 minutes late. Coach passengers destined for Montreal have to change trains as there is no through coach. On checking our coaches on this train (the Toronto section) I find that they are pretty full. We proceed through the yard and on to Parry Sound. They distribute some Toronto papers in the PARK car; now I can see what has happened since we left. We cross over the CN, then pass through a series of deep rock cuts, and pick up some train orders at Burwash. In the stations in both Prince Rupert and Sudbury were posters urging travellers to take the PANORAMA. We decide to eat in the diner, as the menu offers turkey and spaghetti. We arrive at South Parry for our transfer over to the CN. There are lots of satellite dishes in this area, especially in the more remote sections. Then on through Washago to Orillia, where we meet the westbound CANADIAN; through Barrie and into Toronto, arriving at 1640, on time.

Well folks, after 11,000 km, how do I feel about VIA? Stating the situation as briefly as I can, VIA is in big trouble. No one knows what is going on. The equipment is always breaking down. The train personnel are not good; apparently, they are making cutbacks in the wrong places. Who is running VIA? Evidently, people who do not know how to run a railroad. VIA can do as much advertising as it wants to "take the train" but, once on board, passengers are in for a rude awakening. There are some very serious items which I came across that I have not put in this summary, but that I will be taking up with the proper people. I will let you know of the results. With the trains filled this summer for EXPO, here is a chance for VIA to show itself, but I think they are going to blow it unless they clean up their act today. After 10 years, I give VIA a 50% grade.

SHORT HAULS by Bruce Chapman

--CP hopes to abandon its Lac du Bonnet Subdivision between MP 6, near Birds Hill and MP 33.2 near Beausejour, Manitoba; also the St. Andrews Sub. between MP 18.1 and St. Andrews, New Brunswick.

--CP Hotels is moving its head office to Vancouver from Toronto. The operation is a unit of CP Air Lines which is based in Vancouver.

--CP has received approval to abandon the M&O Subdivision from Rigaud, Quebec (outer limit of the Montreal commuter train service) to Ottawa (M&O Junction), MP 16.8 to MP 82.5, for a total of 65.7 miles. The trackage, in Quebec and Ontario, may, however, be preserved for a possible future high speed corridor passenger route.

--VIA hopes to cut Trains 38-39 between Montreal and Ottawa at the change of time this autumn.

--CP John Street Roundhouse in Toronto was scheduled to close on Aug. 29, 1986.

--Transport 2000 has had its funds cut by the Federal Government, and will close its Ottawa office. Last year a grant of \$45,000 was given by the Ministry of Consumer Affairs.

--CP and CN are discussing the possibility of installing a switch at CN Yellek MP 67.0 on the Alderdale Sub., allowing CP trains to run on the CN line from there to Pembroke (MP 86.9, Beachburg Sub.). This would free up the CP marshalling yard in downtown North Bay (presumably for redevelopment).

--A newspaper article says that Burlington Northern and CN may share the CN yard in Vancouver, allowing BN to abandon its yard located near the Vancouver waterfront.

--A CN derailment at Achray, Ont. (MP 123.2, Beachburg Sub.) on July 13 resulted in two trains being detoured onto CP between Pembroke and North Bay: CN Train 201 with 9511, 5058, and 9505, and then 214 eastbound with 9440, 9436 and 9575. One unit on Train 214 died and the ONR was asked to help out with a unit. They could not supply any and CP had only 1831 available. This unit was picked up in North Bay and returned to CP at Ottawa's Walkley Yard the next day.

NOTES FROM NOVA SCOTIA by J.M. Harry Dodsworth

--During a recent vacation in Nova Scotia, we travelled on the MV BLUENOSE from Bar Harbor Maine to Yarmouth, N.S. The ship was built in Yugoslavia, is owned in Sweden, is registered in Nassau, Bahamas and has been chartered to CN Marine since 1983. She flies two house flags but no national flag. The public rooms are well kept, the buffet lunch was good but the external paint and varnish need maintenance. I was surprised to find a government ship with a casino and slot machines! By prepaying travel with CN Marine at Yarmouth, it is possible to pay in Canadian dollars; otherwise the same number of U.S. \$ are needed at Bar Harbor.

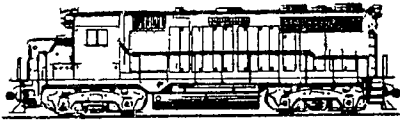
--VIA service between Halifax and Yarmouth consists of a daily run by a single RDC picking its way over the grassy tracks of the Dominion Atlantic Railway. With highway improvements, this service could be a candidate for withdrawal. Halifax to Sydney service is maintained by a daily train of three RDCs with a second train between Halifax and Port Hawkesbury. Both lines offer very scenic rides.

--Judging from the number of Terra Transport containers at North Sydney, containerization of Newfoundland freight is well under way.

--On July 20, the loading ramp on the new \$121 million CN Marine ferry MV CARIBOU broke as the vessel was preparing to unload at North Sydney. Six hundred and fifty passengers and their vehicles were stranded for 19 hours before emergency repairs allowed them to land. CN Marine is holding discussions with the builders, Davie Shipbuilding of Lauzon, Quebec, over responsibility. The last CARIBOU was owned by the NEWFOUNDLAND RY. and was torpedoed with heavy loss of life in October, 1942.

--CN Marine has advertised the railcar ferry FREDERICK CARTER and the coastal ship BONAVIDA for sale.

--One unexpected sighting was the Algoma Central Marine bulk carrier ALGOPORT passing Baddeck in the Bras d'Or Lake en route to load gypsum at Little Narrows. The ship is totally out of scale with the surroundings.



Motive power and car equipment

HAS THE ALCO REACHED THE END OF THE LINE IN CANADA?

by Ron Lipsett

With the rumour mill recently grinding out talk of a General Electric locomotive plant coming to Moncton, N.B., it would appear that Alco/MLW power will start to roll off to the scrappers' torches at a faster pace. Indeed, the writing is now clearly "on the wall" for CN power. CN has started a retirement plan that will spell the end of all CN-owned MLW/Bombardier power by 1995 or 1996. As this is written, contracts are about to be signed to enable GE to take over the backshops at Moncton. Plans are in the works that will provide for the first GE unit to roll out in the fall of 1987. The customer? None other than CN; the railway has placed an order for 25 GE six-axle units (type unknown at present). The recent lease/test runs of Conrail GE power on CN are understood to have made a very favourable impression and the new power will certainly make for new and interesting roster additions.

But what will happen to the present MLW/BMD units which CN operates? Within the next five years CN expects to retire all RS18s, C424s, M630s, M636s and all switchers still left on the system. By 1995 or '96 the new M420s and the HR lines of HR412s and HR616s will be gone, and that's the end! With CN getting ready a plan to dismantle its ALCO rosters, CP will not be too far behind. Railfans would be advised now to pay special attention to these units, as it is becoming clear what the future will hold.

At present CN Moncton maintains over 200 units, with a demand for just over 100 units to fill the Maritimes train assignments sheets. Many units will be gone soon, and many RS18s are currently rolling into the storage lines. GE's plans for Moncton have not been made public as yet, but it would appear that other rail manufacturing groups that supply GE will locate close by. The rumour that is heard most often regarding the GE operation is that locomotives will be sent from Erie, Pa. in "kit" form for final assembly in Moncton. The Erie plant of GE is one of the most modern locomotive factories in the world, with many "robots" performing welding, cutting and assembly operations.

So now we know what to expect. VIA will be taking delivery this fall of new power and the BCR and ONR recently started to retire MLW power. With the recent transfer of CN 'F' units to the Southern Ontario area to perk up the railfan's pace, the future looks very questionable for the variety of power which the Canadian railfan has come to expect. We will miss the sight of two CN RSC14s rumbling across the red earthed fields on their way to Summerside, P.E.I. The time to capture the sights and sounds of these engines and all of their brethren is now. The writing is on the wall for MLW-Bombardier and it reads "Farewell"!!

NORTHERN MANITOBA RAILBUS HITS THE LINE

A joint venture by Transport Canada and the Manitoba Development Fund has yielded a very unusual piece of rail equipment. It consists of an old 1962 Flyer diesel powered bus that has been converted to a rail vehicle to serve several Northern Manitoba villages that are not served by VIA. The new, experimental service (which will be free for 16 weeks) means that villagers will no longer have to spend two nights in hotels before being able to return home, as there is now return service daily from Wednesday to Saturday.

The track being used is part of the CN line stretching from Winnipeg through Hudson Bay Junction, Sask. northeast to Churchill, Man., on Hudson Bay. A branchline leaves the main halfway between the villages of Thicket and Pikwitonei to service Thompson, Man. CN completed the "Bay Line" in 1929. It had been started at the turn of the century by the Hudson Bay Ry. The Canadian Northern Ry. later took over the charter from the financially troubled HBR, aiming the northern line at Port Nelson on Hudson Bay. Construction was halted during World War 1, however, and the Federal Government, preferring Churchill as a destination, took over construction in 1923. The total cost to CN was \$45 million; as a grain road, it was a disappointment, but ultimately mineral discoveries created more traffic.

Today, the line carries some grain to Churchill, as well as VIA trains. The Railbus experiment is being tried because, per passenger, this type of vehicle costs 30-40% less to operate than conventional trains. The Railbus, painted a bright red and white with Dept. of Transportation logos, cost over \$150,000 to convert, with the work being performed by Winnipeg Coach Sales and Service. It is mounted on railroad wheels and has a large front-mounted pilot and ditch lights.

--from an article in Western Report Magazine, July 14, 1986

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--The outlook for the Wakefield tourist service remains uncertain. The story changes every day! Steam locomotive 1201 returned to Ottawa from EXPO 86 on July 18.

--On July 17, LRC 6901 took four conventional cars to Montreal on Train 36 (1700); LRC power units have not been used regularly in this way since 1983. Train 38 (1950) was two cars, hauled by FP7 6542 and FPA4 6777. Possibly 6777 had failed earlier in the day.

--LRC 6921 has been returned to service after repairs.

--At Megantic, Quebec on June 28, a rail grinding train apparently owned by LORAM of Minneapolis was parked by the station. It consisted of a power car, three bunk cars (Atco on Soo flats), two tank cars and six grinders.

--Correction: CN GP40 9417 combined with FPA4 6768 on Train 36 on June 5 (not 9421 as written in the July NEWSLETTER).

--The ORA collection was scheduled to be moved to its new home at Beeton, Ont. on Friday, Aug. 1 behind a pair of CN 'F' units. Speed was limited to 15 mph. {ACTUALLY, GEEPS WERE USED}.



Bruce Chapman/Ron Lipsett

--The following units have either been recently rebuilt, or are in the process of being rebuilt:

New No.	Old No.	New No.	Old No.	New No.	Old No.	New No.	Old No.
1623	8525	1624	8515	1625	8652	1626	8698
1627	8813	1621	8808	1622	8649		

--CP's shop switcher at Winnipeg was renumbered to 3779 from 3783-01.

--All Kennecott Copper SD40s were stored at Winnipeg as of June 28: nos. 101-107.

--Conrail leased units 7760, 7781, 7790, 7792, and 7811 have gone to the Gulf Mississippi. The 7749 was sent back to CR on account of fire damage; 7779 is still at Angus, while 7784 is at Ogden.

--BCR has taken CR 7823, 7774, and 7810 for lease.

--CP cabooses 437022 and 437162, en route to Selkirk, Man. for scrapping, on Train 948, caught fire and were gutted at MP 147.2, Brooks Sub. The Strathmore, Alta. fire department was summoned to fight the fire.

--Retired yard units still on property and not moved as yet: Sutherland, Sask.: 6619, 6568. Thunder Bay: 6563, 6564. Sudbury: 6620. John Street, Toronto: 7020, 7021, 7028, 7047. St. Luc: 7016, 7062, 7080, 6614, 6615, 6549, 6612. Winnipeg: 7032, 7102, 7112, 6569, 7038.

--CP's last two auxiliaries with steam locomotive tenders (those at St. Luc and St. John) have had the tenders removed and both sent to St. Luc for forwarding to Selkirk for scrap. Tender 415615 built 1930, six wheel trucks ex-St. Luc hook, and 415616, with four wheel trucks, built June 1949.

--Several Soo Line SD40-2 units used in 500 series CP pool runs are now sporting red edges on their snowplow pilots. This is a safety feature since the plows extend past the carbody and curve upward. Units 6609 and 6611 were spotted with this feature recently.

--Unit 4239 with candy stripes reported in the June NEWSLETTER should read 4229. It is to be sent to Angus for shopping and will emerge with wide stripes.



--CN has ordered 20 more SD-50F units for delivery in early 1987. They will be nos. 5440-5459, class GF-636D. The GM serial nos. are to be A4617-A4636. The units will be sent west for working out of Calder Yard on heavy freight and unit train service.



--FPA-4 6758 is back in service; it was observed dead on Train 12 enroute to Moncton, N.B.

--A number of VIA steam generator cars have been sent to CN's Moncton Shops for rebuilding and upgrading.

--VIA RDC 6006 was sent to the E&N from Toronto for the heavy summer traffic on Vancouver Island. As of July 1 it had not seen use, and is now being kept as a spare.

--VIA has 10 more F40PH units coming for mid-1987 delivery: nos. 6420-6429, class GPE-430b, the first 20 units ordered will be 6400-6419, class GPE (electric head end power?) 430a, serials A4597-A4616, and are expected in the fall of 1986. All units may be an F59PH model--an updated version with more power and features than the original F40PH.

MISCELLANEOUS CANADIAN ROADS--ROSTER NEWS

--Algoma Central has three SD40s for sale or lease. Never a popular unit with the ACR, these locomotives were very captive in their assignments and could not be used as effectively as the newer power (GP38-2s).

--Essex Terminal will renumber their ex-ACR GP9 172 to 102, filling the vacancy created when SW8 102 went to GMD for their SW1500. The Geep will be repainted later this year, receiving the new ETR logo and yellow and green livery.

--Consolidated Bathurst of Portage du Fort, Quebec purchased SW900 4, an ex-Rock Island unit, through Chrome Crankshaft. It was renumbered 4 in Montreal while being serviced at the CN yard.

--Merrilees of Laval recently modified ex-CP 7098 with a low clearance cab and renumbered it 1079 for Donohue Clermont. The unit is painted in a black and orange livery. The company has also sold ex-St. Lawrence R.R. GE 70-tonner 11 (B/n 32568, 3/49) to Nelson Aggregates of Milliken, Ont. (a Toronto suburb). Its cab roof will be lowered by its new owners. As of July 3 it had not arrived and it is unknown if it will be remote control equipped; the unit is being renumbered 1512-85.

MORE SHORT HAULS

by Bruce Chapman

--The United Transportation Union has pulled out of the AFL-CIO, among other reasons being the proposed sale of Conrail.

--CP reported an income of \$8.4 million, down from \$57.5 million, for 1985. Only CP Rail and CP Telecommunications made money. At the Annual Shareholders' meeting Chairman Fred Burbidge announced his retirement as Company Chairman.

--CN's first quarter loss for 1986 was reported to be \$31.3 million, up from \$23.6 for 1985.

--The Quebec Government has requested another study of the Wakefield steam train operation. The group attempting to save the line asked the Government for \$3.2 million, but only \$54,000 was given, for another study. Quebec wanted the CTC to set back its June 1 date for abandonment of the line.

--An apple blossom special was run on the Dominion Atlantic Ry. on May 31, using three RDCs.

--Due to a severe snowstorm in Alberta during the week of May 12 several trains were detoured from the CP Brooks Sub. (the main line) between Calgary and Medicine Hat, to run via Lethbridge and Dunmore.



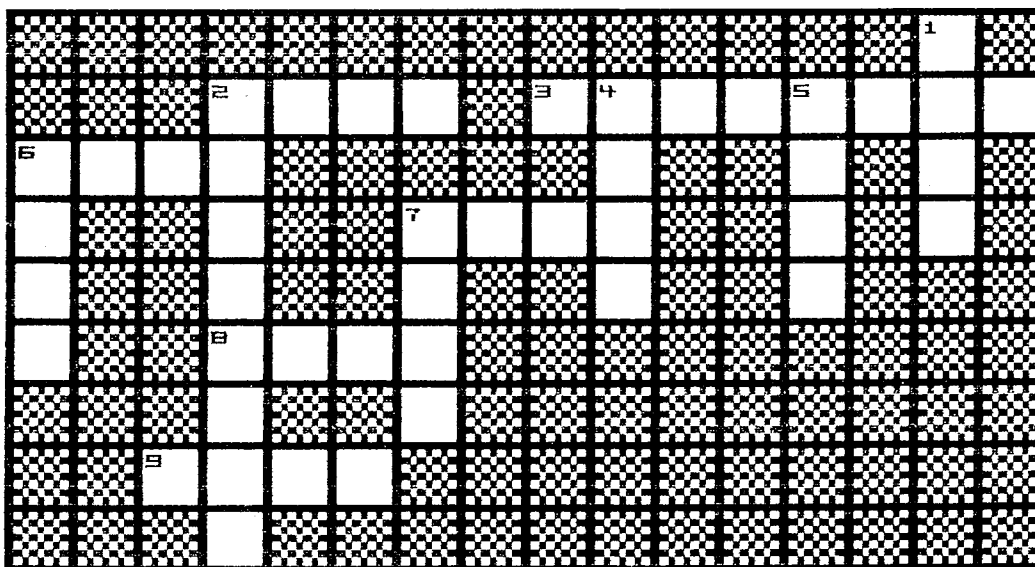
ITEMS

• The Toronto Transit Commission is one of the best companies in Canada to work for. That's the assessment of a new book, "The 100 Best Companies to Work For in Canada", as selected by a team of journalists from the Financial Post. The TTC ranked among the top 14 companies in salary levels, career development, education opportunities, and advancement for high school starters without previous experience. "Naturally, we are proud to be included in this select group," said TTC Chief General Manager Alf Savage, "but the credit belongs to all 10,000 members of the TTC family."

Authors Eva Innes, Robert Perry and Jim Lyon spent a year conducting candid interviews with more than 3000 employees in companies across Canada. Companies were evaluated on pay, benefits, job security, promotion opportunities, company atmosphere, job satisfaction, internal communications, and personal development. The TTC was categorized as a "classic" for its traditional management style and clearly defined areas of responsibility. "The TTC is probably the antithesis of many other organizations in this book. The management style is top-down. Very few people make major decisions. The structure is a rigid, multilayered pyramid", says the book. The TTC encourages employees to build careers within the Commission. Long service and low employee turnover are hallmarks: in 1985 the TTC honoured more than 5000 employees with over 10 years of service, including 1036 with careers of 25 years or more. Employee turnover is in the range of 1% annually and 89% of positions advertised through the TTC's Job Opportunity Program in 1985 were filled from within the ranks. Mr. Savage attributes the TTC's success as an employer to several factors: "Pride in service to our riders, security, good internal communications and job mobility all contribute to a co-operative atmosphere where people are recognized for their contributions."

--CUTA Transit Topics

TORONTO'S P.C.C.'S



ACROSS CLUES

2. FIRST CANADIAN BUILT P.C.C.
3. BECAME SUBWAY RAIL GRINDERS RT-15, RT-14
6. FIRST TORONTO P.C.C. SENT TO ALEXANDRIA, EGYPT
7. HIGHEST NUMBER P.C.C. IN TORONTO
8. THE CINCINNATI DEMONSTRATOR CAR
9. FIRST P.C.C. RETIRED AFTER LANSLOWNE CARHOUSE ACCIDENT

DOWN CLUES

1. LONGEST SERVING AIR-CAR IN TORONTO
2. FIRST M-U REVENUE OPERATION ON BLOOR STREET
4. FIRST CLASS A-7 P.C.C. TO TEST A WATER BUMPER (DEC. 1968)
5. FIRST "REBUILT" P.C.C. CAR
6. OFFSIDE DOOR TESTS WERE CONDUCTED ON THIS CAR AT HILLCREST
7. FIRST FULLMAN-BUILT P.C.C. TO RUN IN CANADA

--by Godfrey Mallion (solution on page 18)

• The TTC has embarked upon a two-phase program to increase the number of commercial outlets within "paid" areas of subway stations. The Commission had already been earning about \$2 million annually in rents from some 25,000 square feet of space in the subway system, which includes the Garfield newsstands, coffee shops, bakeries, film processors, lottery ticket sales kiosks, and

even a cheese shop. Under the expansion program, some 42,000 square feet will be added, augmenting this particular facet of the TTC's various programs to secure supplemental revenues to keep fares down, as well as to provide ancillary services to passengers in a way that cannot be done on an all-surface transit system. Phase I of the expansion will bring in an estimated \$650,000 in additional annual revenue, and includes 10 dry cleaning outlets, eight shop repair shops, 23 florist's shops, five photo finishing booths (all Japan Camera Centre), and 15 Canadian Imperial Bank of Commerce automated teller machines. The latter are placed, for security reasons, close to Station Collectors' booths in well lighted areas of station mezzanines. Phase II of the program, to begin in 1987, will include book stores, clothing, video and jewelry shops, and possibly food stores. The latter are still subject to confirmation because the Commission is concerned about an increase in problems connected with passengers eating on the subway, including the refuse that derives therefrom. It is estimated that the 1987 installations will provide an even larger inflow for the TTC coffers--in the order of \$2.6 million annually. Tenants are responsible for costs involved in the physical installations and operation of the concession areas, with work done by TTC forces and costs charged back to the concessionaires.



Schedule Changes April 27/June 1/86

by JOHN A. FLECK

<u>Westbound Trains</u>	<u>Old</u>	<u>New</u>	<u>Eastbound Trains</u>	<u>Old</u>	<u>New</u>
Between Quebec City and Montreal-CN Line via Drummondville					
25	1705-2030	1735-2109	20	0755-1100	0725-1040
23	1215-1525	1150-1515	22	1240-1550	1255-1618
21	0710-1015	0710-1012	24	1700-2010	1700-2007
Between Quebec City and Montreal-CP Line via Three Rivers					
163	1832-2214	1837-2214	160 except. Sun.	0810-1136	0810-1133
161	1501-1843	1506-1843	162	1300-1644	1300-1640
159 except Sun.	0815-1145	0820-1145	164	1830-2211	1830-2207
Between Montreal and Ottawa					
31 except Sun.	0740-0950	0710-0925	30 Except. Sun.	0705-0904	0700-0905
33	1055-1254	1055-1254	32	0950-1205	0950-1205
35	1445-1655	1445-1655	34	1330-1529	1330-1529
37	1740-1945	1740-1945	36	1700-1910	1700-1910
39	2050-2305	2130-2345	38	1950-2200	1950-2200
Between Montreal and Toronto					
61 Except Sun.	0725-1200	0720-1200	60 Except Sun.	0750-1220	0745-1225
63	1105-1540	1105-1550	62	1110-1545	1110-1555
65	1315-1800	1300-1800	64	1330-1815	1300-1800
67	1545-2015	1545-2025	66	1545-2015	1545-2025
55	1630-2215	1630-2225	56	1630-2215	1630-2225
69 Except Sat.	1750-2220	1800-2240	68 Except Sat.	1750-2225	1800-2245
59	2335-0730	2335-0730	58	2335-0730	2335-0730
Between Ottawa and Toronto					
41 Except Sun.	0720-1119	0715-1119	40 Except Sun.	0730-1129	0725-1129
43	1145-1645	1145-1650	44	1000-1500	1000-1505
45	1700-2059	1700-2104	46	1730-2129	1730-2134
49 Except Sat.	2359-0730	2359-0730	48 Except Sat.	2335-0620	2335-0620
Between Toronto and Windsor					
71	0900-1255	0900-1305	70 Except Sun.	0630-1030	0620-1030
73	1230-1635	1230-1645	72	0930-1350	0930-1359
75 Except Sat.	1530-1925	1530-1935	74	1110-1510	1100-1510
77	1715-2135	1715-2145	76	1450-1859	1450-1910
79	1930-2340	1930-2350	78	1810-2220	1820-2240
Between Toronto and Sarnia					
81	0825-1140	0815-1140	80	0650-0959	0650-1010
89 Sun. only	1310-1615	1300-1615	682 Except Sun.	0800-1125	0800-1135
83, Except Sun.	1400-1725	1400-1730	84	1230-1600	1220-1600
85	1800-2105	1800-2115	86	1810-2115	1810-2125
687	2055-2359	2135-0045			
Between Kingston and Toronto					
651 Except Sun.	0700-0950	0700-0950	652 Except Sat.	2030-2315	2030-2315
Between Toronto and London via Brantford					
659	2315-0125	2315-0130	662 Except Sun.	0620-0830	0615-0830

Between Toronto and London via Stratford

667	1835-2125	1835-2125	664	0930-1220	0840-1130
665	1630-1920	1630-1920	666	1215-1505	1215-1505
663	1100-1355	1100-1355	668	1700-1950	1700-1950
661 Except Sun.	0725-1020	0725-1020	670	2030-2315	2030-2315

Between Toronto and Stratford

669	2320-0120	2320-0120	660	0630-0830	0630-0833
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Between Toronto and Niagara Falls

645-646	2200-2355	2200-2359	635-636	0640-0835	0635-0835
641-642	1740-1935	1740-1940	639-640	1310-1505	1305-1505
97-96	0940-1135	0940-1140	99-98	1815-2010	1815-2015

Between Toronto and Chicago

81 Except Sun.	0825-1759	0815-1759	86	0945-2115	1005-2125
89 Sunday	1310-2247	1300-2247			

Between Toronto and New York City

97-96	0940-2057	0940-2107	99-98	0845-2010	0845-2015
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Schedules unchanged, Toronto to North Bay, Timmins and Kapuskasing

Between Moncton and Montreal

15	1745-0845	1750-0840	14	1745-1035	1815-1040
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Between Halifax and Montreal

11	1220-0825	1240-0830	12	1800-1600	1830-1615
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Between Montreal and Vancouver

1	0930-0925	0935-1100	2	1400-1945	1530-2310
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Between Winnipeg and Vancouver

3	2130-1310	2135-1300	4	1245-0715	1600-1000
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Between Toronto and Vancouver

9-1	1230-0925	1235-1100	2-10	1400-1640	1530-1945
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The above shows the schedule changes for all of the Corridor trains and the major long distance trains operated by VIA.

A RAILROAD BOOK NOT FOR RAILFANS by Sandy Worthen

Just in case you haven't heard about the arrival of the "Silly Season", a report by William Clark in a summertime edition of the Toronto STAR served as a stern reminder. It concerned the appearance of a new book, the absolute in coffee table volumes, containing eight seriagraphs of works by Robert F.M. McInnis and some text by well known Canadian author Pierre Berton, dealing with the history of Canadian railways. At the preview ceremony, a pristine copy of the book was displayed on a dais in the vintage railway car used by the late Prime Minister John G. Diefenbaker in his 1957 election campaign. The car was spotted on Track 12 of Toronto's Union Station.

Additional political affiliation was provided by the fact that the book was published by Laurier and St. James of Montreal, a company of which Ms. Maureen McTeer is Vice-President. Ms. McTeer and her husband, the Right Honourable Joseph Clark, Minister of External Affairs, Government of Canada, were present at the inauguration, as was Ontario Premier David Peterson, who praised the book as "a truly magnificent work of art", and commended Pierre Berton, somewhat gratuitously, by saying that he (Berton) had "written more books than the Tories in this car have read, all together." (Mr. Peterson is a Liberal). Berton was in Calgary and so, as is said usually, was not available for comment.

The champagne and Perrier (about as unlikely a combination as Peterson and Clark) celebration was intended to stimulate sales of the limited edition of 100 numbered copies to well heeled lovers of art and literature. An extra 15 copies were produced for presentation to those people involved in the project. While the title "STEEL AND STEAM" may have little or no effect on sales, the price may have. The announced price was \$2,000 per copy, or \$33.33 per page. It is unlikely that Coles the Book People would want a piece of this action, even if such a thing were available.

--It is pretty hard to teach an old dog new tricks! Bruce Chapman of Ottawa, regular contributor to the Society's NEWSLETTER, wrote to explain that the westbound CP Rail Extra 4211, described in the last paragraph on page 8 of the June 1986 (NO. 440) NEWSLETTER, was the MOONLIGHT, or Orangeville wayfreight. This train departs CP's Agincourt (Toronto) Yard for Orangeville (Mile 34.6, Owen Sound Sub., London Division) Mondays, Wednesdays and Fridays, returning on Tuesdays, Thursdays and Saturdays. For the benefit of this writer, who sorely needed the instruction, Bruce noted that, about 1980, all CP DRF four-axle units were reclassified to DRS, as they were all equipped with rear wrap-around pilots for use in branchline work. This meant that all of the 4200s which had been DRF-24 units became class DRS-24; all of the 5000s, formerly class DRF-22 (5000-5001) and 5002-5025, formerly class DRF-25, became class DRS-22. Numbers 5002-5025 were derated to 2250 hp in the 1960s, due to loss of power. CP 8921 is also a class DRS-24, with subclass "e", which it had when the first "Trainmasters" were in the east, they having also been class DRS-24a, and up.

The author of "Leaside Vignette" is grateful for this information.

--Sandy Worthen



UCRS and other events and activities

by Ed Campbell

Members will be needed to staff the UCRS booth at the Canadian National Exhibition to be held between Aug. 14 and Sept. 1 inclusive; it is hoped to staff the booth from noon to dusk each day. The location will be at CN 6213, on exhibit at the Marine Museum in the south-eastern section of the Ex. If you can help please call George Meek at (416) 532-5617.

--As of the September Toronto UCRS meeting the location will return to the Education Centre, 6th floor auditorium, College and McCaul Streets.

Friday, Aug. 15--The regular Toronto UCRS meeting will be held at 7:30 p.m. in Room L8 of North Toronto Collegiate Institute, 70 Roshampton Ave. The entertainment will consist of Super 8 and 8mm movies, members' edited entries. In addition 35mm slides will be shown--there will be a projector this time. Please call George Meek at (416) 532-5617 if you would like to show your movies and/or slides in order that he can arrange the program. Visitors welcome as always.

Friday, Aug. 22--The regular UCRS Hamilton Chapter meeting at 8 p.m. in the CNR station, Hamilton. Entertainment will be members' 35mm slides. Why not take your slides to Hamilton? Convenient GO trains direct to the station at 1719 and 1803 from Toronto Union Station.

Thursday, Sept. 11--CRHA Toronto & York Div. meeting at 8 p.m. at 235 Queen's Quay West (Harbourfront). Admission free, visitors welcome.

Friday, Sept. 12 Ontario Society of HO Model Engineers meeting at Rosedale Presbyterian Church, South Dr. and Mt. Pleasant Rd., 8 p.m. Admission free, visitors welcome.

Friday, Sept. 19--Regular UCRS Toronto meeting at 7:30 p.m. sharp in the Education Centre, 6th floor auditorium, College and McCaul Sts. The entertainment will consist of an illustrated program commemorating the 125th anniversary of the startup of streetcar service in Toronto (Sept. 11) by Bob McMann and Bill Hood. Do not forget your newscast slides.

Saturday, Oct. 4--Toronto Transportation Society's Fall Colour Excursion to Salamanca, N.Y., over the line of the New York and Lake Erie R.R., operating from Gowanda, N.Y. Chartered bus leaves from in front of Toronto Union Station at 0700 with return set for approximately 10 p.m. All inclusive fare includes bus, return train fare Gowanda-Salamanca. There is a four-hour lay-over in Salamanca, time enough to visit the Salamanca Rail Museum or the Native American Museum. A complimentary continental breakfast will be served on board the train. There will also be a **stop on the return trip** for a meal break. Fare: Before Aug. 31: TFS members: \$42.50; after Aug. 31: \$45.00. Non-members: \$45 before Aug. 31, \$47.50 after. Children under 12: \$35.00 before Aug. 31, \$37.50 after.

A SIGNIFICANT CENTENARY

Canada's first permanent electric street car line (discounting the demonstration line of 1885 operated at the Canadian National Exhibition, Toronto) commenced service a little over 100 years ago, on June 3, 1886. On this date a ceremony was held in Windsor, Ont., commemorating the official opening of the first electric street car travelling between Windsor and Walkerville. This line gave Windsor the distinction of having the first electric street railway system in Canada. The idea to institute an operation of this kind came from Richard Bangham, a Windsor Street Commissioner. While on a visit to England in 1885, he saw an excursion trolley operating along a bathing beach. He returned to Windsor with a picture and a description of the car, and contacted a Mr. J.M. Tringham, a local electrician and inventor, to see if an electric line could be built between Windsor and Walkerville.

Windsor City Council gave its blessing to the project and a franchise for the line to a newly formed company, the Windsor Electric Street Railway. A Detroit engineer named Charles Van DePoele was contacted and asked to build the equipment needed. His company, then based in Chicago, built the street car. It was 25' in length with wooden bench seating on both sides of the car. Van DePoele also built a trailer for his railcar to pull. A barn for both units was built in Walkerville, the end of the line.

Van DePoele was ready to test the 1½ mile line on May 24, 1886. Sitting in the operator's seat in the middle of the car he pulled the lever and is reported to have said "Now we'll see if the darn thing will start". He had only intended to move the car in and out of the barn, but was so pleased with how well it responded that he took it to Windsor. Tringham, who had been waiting in the yard for Van DePoele to move the car out, realized that he was being left behind, flagged down a man driving a buggy, and chased the street car all the way to the British American Hotel--the end of the line.

The tracks were laid along Sandwich St., now Riverside Dr., between Ouellette Ave. and Walkerville. The car reached Walkerville every 12 minutes. To accommodate waiting passengers, benches were placed inside the newly-constructed barn. The people seated on these benches, however, couldn't see the car coming. Consequently a push button, which activated a bell, was placed near the end of the line as a warning.

--P. Logan, Transit Windsor, in CUTA Transit Topics

--BC Transit introduced a new type of pass for the Vancouver Regional Transit System on May 1, 1986. The pass, which sells for \$3 for adults and \$1.50 for children and seniors, is valid for one day's unlimited travel after 9:30 a.m. The innovative feature of the pass is that the user validates it by scratching off the grey panels covering the day of the month and the month on which he/she plans to use it. In order for the pass to be valid, one, and only one, day and month can be scratched off. This is the first example of this kind of transit pass in Canada.

--CUTA Transit Topics

Correspondence

Dear Stuart:

The June issue of the NEWSLETTER was very interesting, and the timely comments on problems with VIA Rail service out of Windsor reflected a lot of my sentiments too. We went to Toronto a month ago: First Class VIA 1, and that service has deteriorated in spite of the increased fares over the past two years. Moving the Spadina facilities out six miles to Mimico certainly has not helped train schedules out of Toronto.

--William J. Miller

Dear sir:

The Montreal Metro opened a new line this week (June 16, 1986) and as soon as I have a minute, I will send you the details on this line No. 5, Jean Talon St. This line has been opened for only a short piece of its whole length, from Saint-Laurent St. to Ville Saint-Michel.

--Lucien Dauphenais via Sandy Worthen

Dear Stuart,

July 17, 1986

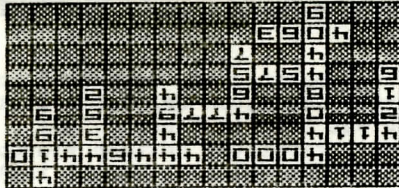
There are lots of comments that could be made about VIA's sesquicentennial of Canadian Rail Passenger Service celebration, not the least of which is its "insularity". As far as I can determine, no announcement was published in a major Canadian newspaper except the (Montreal) GAZETTE. It will be interesting to see if the event makes the CBC National News on the evening of July 19, 1986 or perhaps the evening news of July 20 (Did it? I never watch TV --Ed.), since the dancing at St-Jean-sur-Richelieu will probably continue to a "late hour". In any event, this one-day celebration is in sad contrast to the UK's 150th anniversary celebrations, the Belgian and West German sesquicentennial celebrations of last year and the upcoming Austrian sesquicentennial celebrations planned for next year.

--Sandy Worthen



NEW JERSEY TRANSIT CONTRACT FOR BOMBARDIER--Bombardier Inc. and the New Jersey Transit Corporation have signed a contract valued at approximately \$100 million (Cdn.), under which Bombardier will supply 20 commuter cars and overhaul 147 similar units. The agreement was announced last March 25, at a short ceremony held at NJT headquarters in Newark. The manufacturing of the 20 new cars will take place at the La Pocatiere, Quebec plant, while final assembly will be done at the Barre, Vt. facilities. For Bombardier, the overhauling of transit equipment is a new activity. The company's Mass Transit Division estimates that, in the U.S., railway and transit equipment overhauling constitutes a potential market of about \$300 million annually for the next five years. With the NJT order, Bombardier becomes the first Canadian manufacturer to receive an order for this type of work from a U.S. authority. All cars must be delivered by December, 1987.

--CUTA Transit Topics



ANSWERS: TORONTO'S P.C.C.'S

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