



Newsletter

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TRIP ON NYC ST. CLAIR ^{Branch} NUMBER 453

JULY 1987

MORE ON THE AUTUMN ISLAND RY



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



TTC ALRV 4200 poses at the west end of St. Clair Carhouse Yard, June 25, 1987, while undergoing tests by the Urban Transportation Development Corp., its builder. This carhouse, last used by the TTC in 1978, is being used as a receiving depot and test centre for the 52 ALRVs. --Ted Wickson



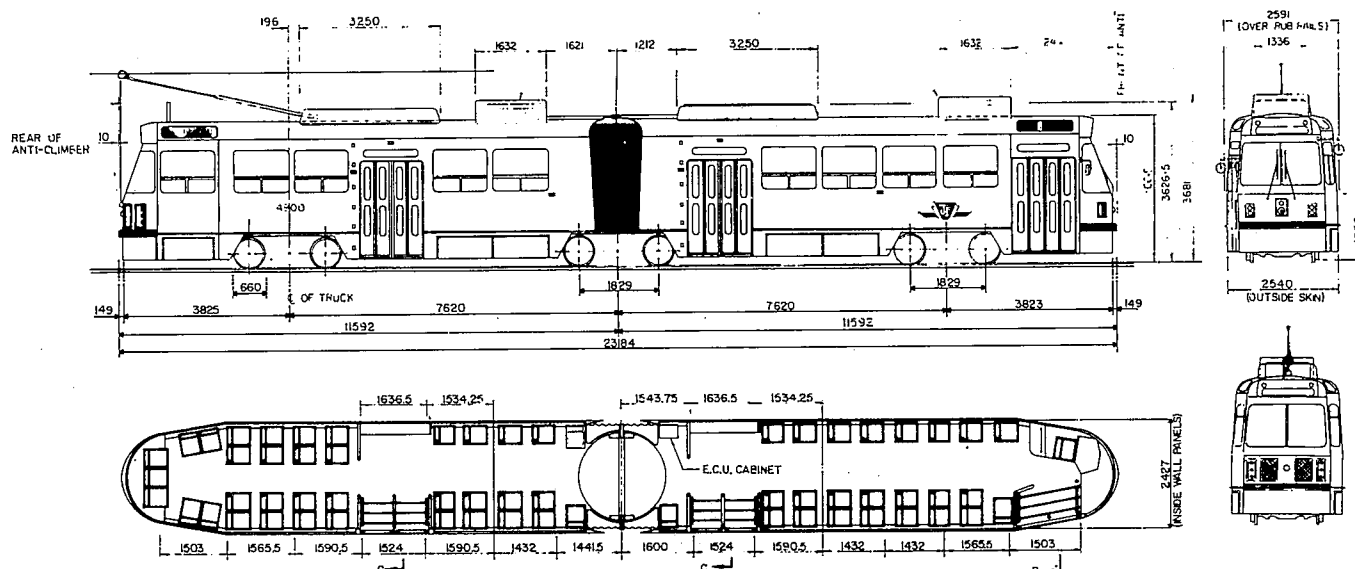
Grading in progress at GO Transit's Brock St. Station, Whitby, the present eastern terminus of GO's eastern extension. Storage tracks will be located east of the overpass. --John D. Thompson



A station on Calgary Transit's NORTHWEST LRT Line takes shape. Note the high level platforms and the catenary support poles bases, centre. The facility is of brick and concrete construction. --M.F. Jones



4200 ARRIVES



The first unit (or is it two units?) of the TTC's 52-car ALRV order has arrived on the system. Shipped from the UTDC Millhaven plant on Thursday, June 11 on a specially designed tractor-trailer (float) of Lackie Transport of Kingston, car 4200 arrived at St. Clair Carhouse (UTDC's Toronto test bed) at 8:30 p.m. in the gathering dusk and in a light rain that was in the course of picking up. Notwithstanding these adverse conditions, a coterie of Toronto's finest (traction photographers, that is) was on hand to greet the car, beginning their shooting on St. Clair Ave. West and continuing down Wychwood Ave. to the carhouse. The Lackie float and its exotic shipment came into Toronto from Highway 401 via Avenue Road, Lawrence, Bathurst and St. Clair. Turning operations at each right angled intersection were made gingerly, as was the final backup movement into the track which comes out of the most southerly door of St. Clair Carhouse. Separate steering controls on the rear of the float assisted in getting the rig around sharp curves.

4200 was brought to Toronto at this time because it was to be displayed at City Hall (actually on an adjacent section of Bay St. just north of Queen St.) for the edification (and just possibly to spark some interest as a prototype for car orders elsewhere) of delegates to the American Public Transit Association Rapid Transit Conference, held at the Sheraton Centre Hotel June 15 to June 18. After being unloaded at St. Clair on June 12, 4200 was again loaded on the evening of Sunday the 14th and taken to the display location. Here it was off-loaded onto a section of temporary "track" (consisting of two lengths of strap steel with widely spaced "cross-ties", laid flat on the road pavement. Curiously, the temporary track was considerably longer than required by the length of 4200. For the next two days, TTC officials proudly displayed the car to conventioners and members of the general public, while UTDC personnel hovered around. Many members of Toronto's railfan community did not fail to visit the car in order to get their first look at what will be Class L-3, 4200-4251.

The 4200's can said to be the result of the successful demonstration on the TTC's surface system of the UTDC demonstrator ALRV 4900 (the number given to it while in Toronto operation.) The TTC had been considering the purchase of 75 more CLRV's to augment the 196 such cars now on the system, and to permit retirement of the remaining PCC's.

The advantages of being able to replace, in effect, three cars with two on certain heavy car-lines (reduced labour costs, less exposure to accidents, etc.) swung the car order decision in favour of articulation. The Commission, at its meetings of Feb. 7 and 21, 1984 decided to place the ALRV order with UTDC, and the contract was signed on the following Mar. 2. The base price was, per unit, \$1.369 million.

The original plan was to use the cars on 501 Queen and 511 Bathurst. A later staff report as adopted by the Commission (reviewed in the NEWSLETTER) dwelt upon the disadvantages of mixing articulated and standard cars on the same street, and opted for ALRV use on 501 as well as the Kingston Road routes 502 and 503. It was acknowledged that some cars might be used on 511 at heavy times on that surge prone route. Nevertheless local railfan opinion seems to be that the 4200's will see their first revenue operation (not expected for some period of months, pending testing and the receipt of more units) on Bathurst St. Because of the lesser car requirement on the relatively short Bathurst route, an ALRV operation could be established here much sooner than on Queen St., where virtually the entire order would require to be on hand to operate 501, 502 and 503 free of four-axle cars.

Certain physical modifications on the system of a way and structures nature have been carried out in anticipation of ALRV operation: (1) a transponder type electric track switch control will replace the overhead contactor, so as to be independent of car lengths; (2) an extension at the north-east corner of Harvey Shops (Hillcrest) to service ALRV's, having direct outside access, has been constructed, as the single car length shop transfer table cannot accommodate



NEWSLETTER

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above address.

THE DOLLAR COIN: A BOON FOR TRANSIT SYSTEMS, BUT--The TTC, along with other Canadian transit systems, is exulting over the introduction of the new dollar coin on July 1, to be followed by the phaseout of the dollar bill within a few years. While fare processing for the systems will benefit from this new coinage, which is slightly (note, slightly) larger than a quarter, the jury remains out on whether the public at large will have anything to exult about. We can see the grimaces and hear the muttering now as passengers stand in front of the farebox and dig deep for dollar units of currency into a pocket loaded with all of the smaller jack, or do a three-way juggling act at the supermarket checkout among wallet and two pockets (if one of the latter is reserved for buck coins).

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--With the start of VIA's summer schedule on June 7, trains between Ottawa and Toronto and Montreal are all LRC excepting the overnight train (48/49) and the CANADIAN (1/2). Conventional railroading ended on a high note, as on at least five days (May 27/28, June 3/4/5) Trains 31 and 36 carried up to 10 cars because of visiting Montreal school children, and had an A-B-A power lashup.

--The school excursions continued into the LRC regime and led to some unexpected operations. Train 31 has run with up to 10 cars with a power unit at each end. The train is split in Ottawa; the rear unit and three cars return to Montreal as Train 32, while the remaining equipment lays over to form the end of Train 36. Train 44 from Toronto becomes the front of Train 36. The most interesting consist was on June 9, when Train 44 had F40 6402 with LRC cars so Train 36 had the F40 leading six LRC cars with power unit 6921 trailing.

--Timekeeping remains a problem. Train 31 is due at 0935 but is often 10 minutes late. By the time that it is unloaded, split, cleaned and loaded, Train 32 (due out at 1000) is up to 15 minutes late in leaving. In the afternoon, Train 35 is due in at 1735 and is due out as Train 45 at 1750. On June 18, Train 35 arrived 45 minutes late (the meet with Train 36 was at Limoges). After repair work on the equipment, Train 45 left 75 minutes late. It is unfair to blame all delays on the LRCs (everything possible seems to happen to VIA) but on several occasions trains ready to go have been delayed while electricians work on control panels; false warning lights seem common.

--On June 15 I saw Train 61/41 at Oshawa running about 20 minutes late; I feel that the embedded power unit does nothing for its appearance.

--The CN Campbellford Sub. is now closed as the bridge over the Trent River at Campbellford was dismantled at the end of May (NEWSLETTER, April, May).

--Sandy Worthen reports that VIA has bought the right-of-way of the abandoned M&O Sub. from CP Rail.

--CN says that it will not withdraw service to Eastern Ontario for five years; local politicians are fighting possible long term abandonment.

Readers' Exchange

• Members Allister MacBean (724) and Robert Tennant (811) are the author and publisher respectively of a book on a Canadian Northern subsidiary, the Inverness and Richmond Railway of Nova Scotia (see review in June issue). Nearly 100 pages in length, the book, in a 6"x9" format, provides an overview of the formation and operation of this railway. There are several maps, a locomotive roster and more than 60 photographs. Printed on glossy paper in a limited edition of 500 copies,

the book is available directly from the author for \$10.95 + .45 postage/packing: Mr. Allister MacBean, 2046 Elm St., Halifax, N.S. B3L 2Y3.

COVER: A 61-car CP Rail train carries 30 custom designed prefabricated bridge spans, making Canadian railroading history as the longest train of its kind, as the special shipment moves from Calgary to Rogers Pass, B.C. The bridge spans are part of a 3750-foot viaduct on the \$600 million Rogers Pass double tracking and grade reduction mega-project in the heart of the Selkirk Mountains of British Columbia.

--CP Rail photo

the 4200's; (3) lengthening of 27 safety islands (street loading platforms), mostly on St. Clair Ave. West, to 80 feet has been carried out.

Basic specifications of 4200-4251 are as follows: Length (over anticlimbers) 76' 0 3/4" Width (over rub rails) 8' 6". Height (to top of roof) 11' 0 1/2" Trucks MAN, inside frame, 26" SAB wheels Truck centres 25' Truck wheelbase 6" Motors and Propulsion System: Brush Electrical Machines, four 87 HP motors (centre truck not powered). Weight 80,900 lbs. Initial acceleration rate 2.65 MPHPs Seating capacity 61 Maximum load (normal service) 155

Trucks and propulsion systems are standardized with H6 subway cars. The ALRVs feature a console mounted master controller, relocated (from the CLRV position) and enlarged roof vent units, and twin chopper control units (independently isolatable). They have preferential and balanced braking modes, with separate brake control and load weighing for both power trucks and the centre truck. The colour scheme is the same as for the CLRV's (the Editor had hoped that the opportunity would be taken to make some modifications to the livery, but no such luck this time).

At the June 11 arrival of 4200 at St. Clair, it was observed that yard track 15 was in the course of being rehabilitated to serve as a test track for the ALRV's as they arrive.

--technical information from Ray Corley

--TTC A8 PCC 4504, built in 1950 (one of a 50-unit order comprising the Commission's last new PCC's) was observed in the scrap line at St. Clair on June 11. The car had been used for training purposes since January, 1981, replacing 4700 in this role (Class A13, ex-Birmingham). The 4504 was unique in having been fitted with 30 experimental angled single seats in its front half in the mid-1970s. This seating arrangement was installed in the first six CLRVs but was replaced with conventional 2-1 seating within a couple of years.

MORE ON THE TTC TROLLEY COACH ORDER

A contract for the 112 new coaches is scheduled to be awarded by mid-August, with the first 51 coaches to be delivered between June 30 and Nov. 24, 1989 and the remaining 61 vehicles arriving between Jan. 26 and June 15, 1990. The Flyers have thus another two years plus of continued operation. One hundred and thirty-nine of the 150 coaches in the present fleet are licensed for 1987 (9223 is partially stripped at St. Clair Division), while actual service requirements are for slightly over 100 coaches. The 112-vehicle quantity of the new order is based upon the possible conversion of the Nortown West route to diesel bus operation (permitting amalgamation with the Armour Heights bus route). The new coaches will have small auxiliary diesel engines capable of driving the electric motor for up to two hours at reduced speeds (to by-pass obstructions and for greater flexibility in shop and yard movements). (By Jove, they are diesel-electric (not diesel/electric) after all!) --TTC Coupler (other than the last comment)



GO TRANSIT

Courtice Road in Newcastle. The brochure has little to say about this, but does indicate that one of the sites under consideration for an overnight (and over weekends) train layover yard is at Courtice Road. The most easterly station location that is mentioned, however, is Harmony Rd. in east Oshawa.

The map shows four possible alternative alignments, and all are indicated as extending to Courtice Rd. Although the scale of the map is such that it is difficult to tell if the GO Transit alignments are intended to remain on a separate right-of-way (as for Pickering-Whitby, now under construction) or are intended to use the railways' trackage, it would seem probable that the former situation is the one that is contemplated, particularly in deference to the heavily trafficked CN line.

Alternate 1 could be described as the all-CP one, although a lengthy (but well aligned) cutoff would extend from east of Brock St. (Hwy. 12) (CN) to join the CP line west of Thornton Rd. Alternate 2 is all-CN, presumably paralleling the north side of the Kingston Sub. from Brock St. to Courtice Rd. Alternatives 3 and 4 are combination alignments, the former involving what would appear to be an awkwardly configured cutoff between Thornton and Stevenson Roads to effect the switch from CN to CP; the latter alternative would extend through most of Oshawa, paralleling CN, and then switch over to CP in the Harmony Rd. vicinity. If Harmony Rd. is indeed to be the easterly terminal for regular passenger service (it was to have been the easterly end of GO-ALRT), the alignment east of that point would presumably be for a single track accessing a storage yard at Courtice Rd.

The information brochure mentions the following as alternative locations for the GO Transit Oshawa station:

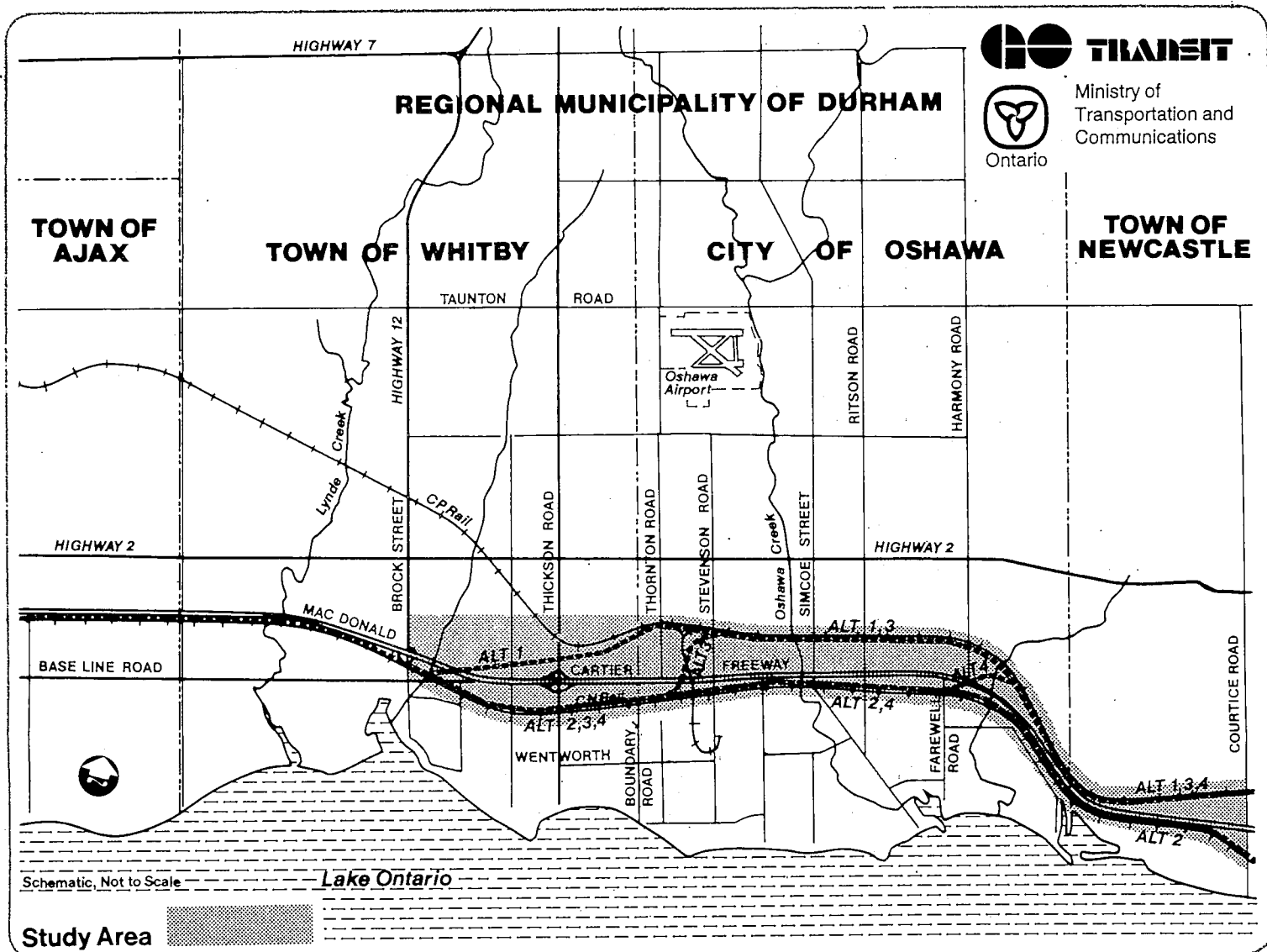
1. The present VIA Rail station (CN)
2. Stevenson Rd.
3. The Holiday Inn at Bloor St. in Oshawa
4. Close to Harmony Rd., south of Highway 401

Possible train layover yard locations are listed as: 1. West of Henry St. in Whitby 2. West of Thornton Rd., south of the CPR 3. East of Thicksen Rd., north of the CNR 4. West of Courtice Rd. in Newcastle (either on CN or CP).

The brochure also mentions that various transportation alternatives to extending the Lakeshore rail service from Whitby to Oshawa were considered and have been rejected. It is not known at time of writing what these alternatives were, but the decision to push ahead for an unbroken Hamilton-Toronto-Oshawa rail operation has to be regarded as a fortunate one. A decision on the

extension alignment is expected to be made over the course of next winter.

--Information made available by Dave Scott



GO TRAIN SERVICE EXPANSION PROGRAM WHITBY TO OSHAWA



GO FARES RISE--The GO Transit Board approved its annual July 1 fare increase, designed to raise revenues by 4.2%. GO fares are based on a two-part formula. The fixed portion of the formula will rise from 46¢ to 48¢ while the charge per kilometer travelled goes from 6.6¢ to 6.8¢. Because all GO fares are rounded, the actual percentage increases of

individual fares vary. However, no fare has been increased by more than 6%. "Once again, GO has been able to restrict a fare increase to the rate of inflation while improving its overall economic performance," observed GO Chairman Lou Parsons. "We anticipate that the amount of operating costs covered by revenues will rise from last year's 61.1% to 62.4%, moving us even closer to the 65% target set by the Government."

--GO Transit release

--The Town of Newmarket, Ont. has decided to seek historical designation, under the Ontario Heritage Act, of the VIA (ex-CNR) station at 450 Davis Drive. A published statement, contained in the Notice of Intention to Designate, states in part: "The one-storey frame building, which was constructed in 1900, is an outstanding example of a late 19th century standard station embellished with picturesque detail. Its design conforms to the Class 1 model devised by the Grand Trunk Railway Company. This rectangular structure has a steeply pitched roof with projecting eaves and three chimneys. The west elevation was symmetrically arranged around a projecting bay window designed to house telegraphic equipment and provide the dispatcher (sic) with a clear view of the tracks. Above the bay window is a dormer with some fine woodwork including verge board with medallions joined by a decorative tie beam with turned spindles behind which there is latticework framed by brackets. On either side of the bay were waiting rooms for males (north)

and females (south) with their corresponding doors, window and cargo sheds. The south door, window and shed openings have been altered and an extension was added to the south end of the building. The exterior of the building, a portion of which is sheathed in board and batten, is embellished in a high Victorian manner referred to as Stick Style. This Style is identified by an overstated exterior framing and siding, portions of which are vertical, horizontal and diagonal. A dormer with decorative verge board is on the north end of the building. In the interior, which was finished in Georgia pine, there are coved ceilings and the windows have wide moldings with corner medallions. The south waiting room has a cornice with dentils".

--Construction had started, as of June 9, on the platform for the new Newmarket VIA and GO Transit station.

--above two notes from Dave Stalford



A WARTIME TRIP ON THE NYC ST. CLAIR BRANCH

by William J. Miller

The May 1987 NEWSLETTER which had Rick Mannen's article on the Michigan Central's St. Clair Branch (St. Thomas-Courtright) called to mind my trip in the early 1940s during World War II on the "Local Mixed" run from St. Thomas to Courtright, Ont. It was a train ride that I finally decided to make after the many times that I spotted the schedule in the Official Guide. In order to make connections for the westbound trip out of St. Thomas, I departed from the Michigan Central Terminal in Detroit early one morning on Train 58 at 2:55 a.m., arriving St. Thomas at 5:05 a.m. There was about a three hour layover, giving me the time to "wake up", and have breakfast at a local beanery before the scheduled departure of Train 101. Our wood caboose was spotted on a depot siding at St. Thomas, adjoining a spur track used by the London and Port Stanley Ry. where it made connections with the NYC trains.

"Passenger accommodations" on 101 were two passenger coach walkover facing seats in the caboose. The crew was not too receptive to passengers, and I was reminded to remain in my seat while the train was in motion...riding the head end was out of the question, and I didn't bother to ask! Motive power for our train was one of the 800 series (4-6-0) steam engines of ancient vintage, which backed in on our caboose after picking up the freight consist in the yards. As the trip progressed, the crew became more friendly to a degree, and one of the brakemen offered to get me the makings for sandwiches, etc. at a market near the tracks during the lunch stop.

While the "Local" was the same train, train numbers would change at each branch junction point, and the Conductor would sign a register usually located in a shanty adjoining a telegraph pole. Because of the war, industry and commerce were booming, resulting in an extraordinary amount of rail traffic to be handled, even on this branch line...setouts, pickups, switching cars, etc. Schedules as set up for the run to Courtright were impossible to maintain because of the extra train movements required.

Much as I wanted to, but based on past experience, I had wisely chosen not to carry a camera, since the "Gum Shoes" (railroad police) at St. Thomas were not too friendly toward anyone with a camera, presumably in the interests of wartime security. One would be questioned, and sometimes promptly ushered off the railroad property coupled with the threat of losing one's camera.

By the time that we arrived at Courtright that night, we had operated as four different train numbers, since the "Local" had been over the line, including the Petrolia and Oil Springs branches. Bidding a farewell and thanks to the crew, I proceeded to board the ferry that was at that time running on the St. Clair River between Courtright and St. Clair, Michigan, then caught the last bus for Detroit, arriving home early the next morning.

In spite of the "restrictions", I found the trip most interesting as well as enjoyable on the "Local" run and its unusual operation as four trains in one over the Michigan Central's St. Clair branchline.



More Equipment Items

--The Commission has awarded a contract to Ecolaire Canada Ltd. for the supply of four subway rail grinding trucks at a total contract price of \$645,271. The existing subway grinding train consists of two PCC cars (RT14 and RT15, originally A-7 class 4410 and 4446), acquired new in 1949 and converted to serve as grinding cars in 1970. Their bodies are severely corroded and it is becoming increasingly difficult to maintain them in a reliable operating condition. It is therefore intended to replace this grinding train with four grinding trucks similar to the two grinding trucks purchased for the Scarborough RT line. The four grinding trucks have the same grinding capacity as the two PCC cars and will be propelled by two converted 'G' series subway cars. The trucks, when in use, will be coupled by drawbars.

--The TTC has declared the six aluminum bodied Gloucester subway cars (5100-5105) as surplus to its present needs and has approved the conversion of the cars to subway work equipment by TTC forces at an estimated total cost of \$200,000. At present, there is only one car (RT-10) for collecting garbage on the subway system. This unit is reaching its capacity and on occasion has had to leave some refuse at platforms because it was full. In these cases, a truck is dispatched to pick up trash from the surface. It is therefore proposed to convert two 'G' cars to form a two-car garbage train. It is also proposed that the other four aluminum 'G' cars be converted into units for general use in the subway for maintenance and construction purposes and for towing the wall washing cars and grinding trucks. They would also be used in place of one of

the locomotives when the latter (RT-12 and RT-18) are out of service. Two cars would be modified to operate continuously at slow speed for towing the wall washing cars whereas two other cars would be modified to tow the four new grinding trucks (see previous item).



Motive Power and Operations

CONDUCTED BY PAT SCRIMGEOUR



June 7 Schedule Changes

VIA's summer schedule came into effect on June 7th, with major changes only in the corridor. There has been a definite trend, in implementing the subsidy cutbacks, to reduce evening service. Last year, between Montréal and Toronto, and this year, between London and Windsor, Toronto and Niagara Falls, and Toronto and Stratford, evening trains have been cut.

■ **Montréal-Québec** -- Trains 22 and 25 are 16 and 18 minutes faster, respectively, because of faster operation and rescheduled meets on the single-track Drummondville subdivision. On Sundays, trains 21 and 20 operate as 621 and 620, 1 hour and 2-1/2 hours later, respectively. RDC service on the CP north shore line has been suspended east of Trois-Rivières, because of the flood damage to the "Iron Bridge" at Ste-Anne-de-la-Pérade. Buses between Québec and Trois-Rivières make a connection with trains 163 and 164.

■ **Montréal-Ottawa** ■ **Ottawa-Toronto** -- LRCs now operate on all trains except the "Canadian" and the "Cavalier". Trains 40 and 41 ("Capital") are combined with Montréal-Toronto trains 60 and 61 between Brockville and Toronto, and so their schedules have been lengthened by 15 minutes to 4'15". Trains 43 and 44 ("Lakeshore") have been sped up by 45 minutes to 4'15", and their departure times have been delayed. Political considerations have kept the lightly-patronised overnight train between Toronto and Ottawa operating. Except for trains 31-32 and 48-49, all trainsets at Ottawa continue through after a stopover, some of which are very short.

Run-through schedules at Ottawa Station

Train	From	Arrives	Stopover	Departs	To	As
48	Trto	06:20		23:59	Trto	49
31	Mtrl	09:34	(0'26")	10:00	Mtrl	32
40	Trto	11:58	(3'17")	15:15	Mtrl	34
33	Mtrl	12:59	(0'31")	13:30	Trto	43
44	Trto	15:53	(1'37")	17:30	Mtrl	36
35	Mtrl	17:35	(0'15")	17:50	Trto	45
37	Mtrl	19:39		08:10	Trto	41
46	Trto	21:29		07:25	Mtrl	30

The conversion of all Ottawa day trains to LRC equipment means that the common transfers of conventional cars between Toronto and Montréal on trains 31-43 and 44-36 will no longer be possible. This leaves the "Cavalier", trains 58-59 as the only conventional trains able to perform this function.

■ **Montréal-Toronto** -- Trains 60 and 61 ("York") now stop at Brockville, where they are combined with the Ottawa sections. In both directions, the "Meridian" (64-65) operates 30 minutes earlier. Train 63 ("La Salle") now makes 65's local stops from Kingston to Toronto. Trains 63 and 64 make a new stop at Oshawa.

■ **Southwestern Ontario** -- Wholesale changes have been made in this region, but the net effects are fairly straightforward. The late-evening trains between London and Toronto via Kitchener have been discontinued, leaving four trains a day each way over this line. One train fewer each day operates between Toronto and London via Brantford. Most of the Toronto-Sarnia trains now run via Kitchener, reducing VIA's reliance on RDCs somewhat. Five days a week, one train between Toronto and Windsor has been removed. Sunday-only trains have been renumbered, by adding 100 to the weekday number. RDC trains in the 660-series, which was formerly set aside for trains via Kitchener, are now operating via Brantford. Can someone explain what is going on with trains 667, 685, and 660 at London? Are these RDC or LRC trains, and is equipment being combined between London and Sarnia?

■ **Western Transcontinental** -- Both the "Super Continental" (1-2) and the "Canadian" (3-4) have been accelerated by 20 minutes between Vancouver and Winnipeg. The eastbound "Canadian" arrives in Toronto and Montréal 40 minutes earlier than before. The length of the "Canadian" will be less than last year. Transport 2000 reported that the train would be cut from 21 cars to 14, but VIA denied that the cuts would be so severe. The reduction will be to reduce costs and to free-up cars for maintenance.

■ **Other Services** -- The evening trip from Toronto to Niagara Falls has been removed in favour of a new departure at 13:15. Train 188, the daily-except-Sunday service from Toronto to Havelock, is now numbered 192. Trains 198 and 199, the "Malahat", have had 5 minutes added to their schedules to enter and leave the new station in Victoria.

No Superliners

Instead of purchasing 130 new bi-level cars for the transcontinental service at a price of up to \$400-million, the federal Cabinet has approved the rebuilding of 180 existing VIA cars, for \$180-million. The cars (mostly the 161 ex-CPR stainless-steel cars) will be converted to electric heating and air conditioning and will have major mechanical and structural improvements. The work is expected to be complete by 1990, and the life expectancy of the cars is 15 years. John Crosbie, Minister of Transport, said that refurbishing might be more expensive than new cars in the long run, but that the country couldn't afford such a large expenditure. Many enthusiasts and industry observers strongly supported VIA's plans, but others saw the proposals as wasteful spending on the poorest-performing of VIA's services. The cars were to have been built jointly by Bombardier and Lavalin-UTDC under the catchy name "TransConsortium". When UTDC was sold

to Lavalin last year, the Government of Ontario guaranteed that a VIA order worth \$190-million would be placed. Robert Nixon, the Treasurer of Ontario, said that other orders from the federal Government would make up much of the lost business. Could this be new single-level cars or the long-underway project to replace the Budd RDCs?

VIA Equipment and Power Notes

VIA has leased five yard switchers from CN: SW8s 7154 and 7156 are at Pointe St-Charles (Montréal); SW8 7170 is at the Ville St-Pierre LRC maintenance facility; and SW900s 7942 and 7943 are at Mimico (Toronto Maintenance Centre).

FP7 6553 (ex-CP 1404) is tied-up serviceable at Mimico, and FP9 6514 is stored unserviceable. FPA2u 6758, FPA4s 6760, 6762, 6769, 6775, 6778, 6785, 6787, 6790, and 6791, and FPB4s 6865, 6869, 6870 are also out of service. FPA2u 6758 was stored at Coteau for part of March, and is now at Soulanges Industries in Cedars, Québec.

Dalehurst collision replacements... Kansas City Southern F7A 4062 arrived in early April; its nose will be used to repair the mid-train FP9 from train 6. Former Burlington (CB&Q) dome car "Silver Kettle" (Budd, 1956, and owned by Amtrak until 1982) has been purchased from Al K. Nippert of New Orleans. This car will replace VIA 513, retired following the February 8, 1986 wreck.

VIA News

The driver of a truck was killed when he drove into the side of the eastbound "Canadian" (train 2) at the Highway 144 crossing at Benny, on the CP Cartier subdivision north of Sudbury, on May 4th. Ten passengers on the train were injured. VIA cars damaged: coaches 3217 and 117, dome 509.

The Canadian Transport Commission has ordered CN and VIA to continue to operate Edmonton-Jasper-Prince Rupert trains 5 and 6, the "Skeena".

A selection of the original wall murals from the "Canadian" are on display at the National Museum of Science and Technology in Ottawa until September 7th. Included are the paintings by Jackson, Casson, Holgate, Petley-Jones, and Comfort.

VIA advertised in March for applications for new positions it has established at Vancouver, Kamloops, Edmonton, Winnipeg, Sudbury, London, Toronto, Brockville, Ottawa, Montréal, Québec, Campbellton, Moncton, and Halifax. The Trainmaster/Master Mechanics are being hired as part of the transfer of operating crews from CN and CP. On March 6, CN and VIA agreed on the transfer of 600 conductors and trainmen, to be effective June 26, subject to approval by the employees. The agreement allows for "flow back" to CN during the first two years, and subsequently only if reductions occur at VIA. Following a similar agreement in early June, 400 CN engineers are to be transferred to VIA in October, with optional "flow back" until 1990.

VIA's 1986 Operating Report shows a reduction in subsidy by \$126-million, and an increase in revenue of \$3-million (1.3%) from 1985. But ridership fell by 748 000 passengers (10.6%), even in the year of Expo 86. VIA plans to increase ridership by targeting business travellers. First class service will be expanded, and on-time performance will be stressed. VIA is trying to improve its present 46% occupancy rate to at least 52%. The removal of some little-used trains and the rescheduling of others are designed to allow for fuller trains to be run. VIA Chairman Lawrence Hanigan said that expenses would not be cut beyond their present low point in response to subsidy cutbacks, but rather that efficiency and productivity would be increased.

CSX in Ontario

The eventual disposition of the former Chesapeake

and Ohio, originally Père Marquette, lines in southwestern Ontario has been decided. The Second subdivision, from Blenheim to Sarnia will remain, unchanged. The First subdivision will remain from Windsor to Rodney, with a connection to the CN Caso subdivision (former Canada Southern) there. The line will not be used between Rodney and St. Thomas, and eventually will be abandoned. Main line traffic now uses, and will continue to use, the CN and CP Caso subdivisions all the way from Detroit to Niagara Falls. In the United States, the line from Saginaw, Michigan to Port Huron may be closed. This would have the effect of drastically reducing traffic on the car ferry at Sarnia.

Two runaway C&O engines in Chatham were stopped by an Ontario Provincial Police officer on the CP Rail Windsor subdivision on May 3rd. The engines pushed 12 cars at about 25 km/h through the C&O yard and onto the CP line. The policeman jumped aboard the engines at a grade crossing, and, by "trial and error", closed the throttle.

British Columbia Railway

BCR has purchased the Kennecott Copper SD40s that were on lease. In addition, BCR has bought the well-known SD40-2s of Shamrock Coal in Kentucky (EMD, September 1979). The eight two-tone green engines, lettered "Oneida and Western", and numbered 9950 to 9957 were moved from Corbin, Kentucky to North Vancouver in the second week of May.

BCR borrowed in March three CN SD40-2s, 5255, 5328, and 5339, to test the Positive Traction Control equipment on the units.



All 17 of the TH&B engines were added to the CP roster on April 1, and were assigned to Toronto Yard. All of the TH&B GP7s and GP9s will be rebuilt this year as CP Rail yard engines 1682-1690. Initially, the GP9s were to be rebuilt as CP road switchers, in the 8200s, but were found not to be suitable. Instead, they have allowed three CP GP9s (8621, 8678, and 8810) which would otherwise have become yard engines to be rebuilt as road units in 1988. All of the Geeps will be assigned to Toronto for service on the TH&B as yard switchers after they are rebuilt. The TH&B's present NW2 and SW9 yard switchers will be retired; CP clearly does not intend to rebuild them in the 1200-series.

All-time TH&B diesel roster

No.	Model	HP	Bldr	Built	In 1986	In 1988
51	NW2	1000	EMD	1947	In service	Retired
52	NW2	1000	EMD	1947	Stored, Hamilton	Retired
53	NW2	1000	EMD	1947	In service	Retired
54	NW2	1000	EMD	1947	In service	Retired
55	SW9	1200	GMD	1950	In service	Retired
56	SW9	1200	GMD	1950	In service	Retired
57	SW9	1200	GMD	1951	In service	Retired
58	SW9	1200	GMD	1951	In service	Retired
71	GP7	1500	GMD	1950	Retired, 1980	-
72	GP7	1500	GMD	1950	Stored, John St.	CP 1682
73	GP7	1500	GMD	1950	In service	CP 1683
74	GP7	1500	GMD	1950	Stored, John St.	CP 1684
75	GP7	1500	GMD	1953	In service	CP 1685
76	GP7	1500	GMD	1953	Stored, John St.	CP 1686
77	GP7	1500	GMD	1953	Stored, John St.	CP 1687
401	GP9	1750	GMD	1954	Stored, John St.	CP 1688
402	GP9	1750	GMD	1954	Stored, John St.	CP 1689
403	GP9	1750	GMD	1954	In service	CP 1690

The TH&B lines are now officially part of CP Rail's London division.



An overheated roller bearing has been blamed for a May 23rd derailment on the Belleville subdivision, at the west end of Smiths Falls. Eight of the 78 cars on the eastbound container train derailed, tearing up 100 metres of track.

An article in the April issue of CP Rail News, reprinted in the July Branchline, listed the equipment stored in the John Street roundhouse: CN GP7 4803, TTC Witt car 2300, former CP lounge car "Cape Race", and CP MLW S2 switcher 7020.

CP has received permission to abandon the southernmost portion of its St. Marys subdivision, between Ingersoll and Zorra.

Motive Power News

GP38-2s 3040 and 3028 and eight cars of a way freight derailed on May 8th after they were hit by a truck near Bassano, Alberta. The truck struck the rear end of the lead unit on the Highway 1 grade crossing on the Irricana subdivision. The driver of the truck was killed in the collision.

CP was to have inspected five Québec, North Shore and Labrador SD40s at Sept-Îles on May 20th, for a possible lease or purchase.

M640 4744 has been undergoing tests of its experimental alternating-current transmission in Manitoba this year. CP officials have been impressed by the AC motors' strength and endurance under high loads. With four AC traction motors, 4744 will haul the same capacity as it did with six DC motors. Testing with 4744 in revenue service will continue, but CP already considers the experiment a success.

In the shops...

FP7 1402 ar Angus 87-04-22; shell back at St-Luc 87-05-02.
 FP9 1405 ar Angus 87-04-22; shell ar St-Luc 87-05-09.
 FP9 1406 in Odgen 87-04-29, out 87-05-04; at Winnipeg on T#482 87-05-08; ar Angus 87-05-15.
 FP9 1407 dp St-Luc 87-05-06; ar Angus 87-05-07; engine block to be removed, parts stripped.
 FP9 1413 in Odgen 87-04-29, dp 87-05-09 without engine block; ar St-Luc 87-05-18.
 FP9 1414 dp St-Luc 87-04-24; ar Angus 87-04-28.
 FP7 1423 in Odgen 87-04-29, dp 87-05-09 without engine block; ar St-Luc 87-05-18.
 FP7 1432 in Odgen 87-04-29, out 87-05-04; at Winnipeg on T#482 87-05-08; ar Angus 87-05-15.

Engine components from these F-units are to be used to rebuild the ex-TH&B locomotives. Also, the main generator from one will be used in STCUM 1305 and some shells may be converted to cab control cars for STCUM.

SD40 5537 in shops for overhaul and wreck repairs from Sucker Lake derailment, due out 87-10-30.
 SD40-2 6015 out Odgen 87-04-28 after Positive Traction Control added.
 SD40-2 6055 out Odgen 87-05-15 after PTC added.
 SW1200RS 8156 in Odgen after fire 87-03-15 at Beachville.

Into Angus for rebuilding...

GP7 72 to be 1682 in shops 87-04-28
 GP7 73 to be 1683
 GP7 74 to be 1684 in shops 87-05-11
 GP7 75 to be 1685
 GP7 76 to be 1686 in shops 87-05-13
 GP7 77 to be 1687 arrived 87-04-24

GP9 401 to be 1688 arrived 87-04-24
 GP9 402 to be 1689
 GP9 403 to be 1690 arrived 87-04-24
 GP9 8541 to be 1651 in shops 87-04-22
 RS18 8758 * in shops
 RS18 8780 due in 87-05-27
 RS18 8785 due in 87-06-10
 GP9 8802 to be 1652 in shops 87-04-30
 * - 8758 damaged in Espanola collision.

Rebuilds completed at Angus...

GP9 1643 ex 8616 out
 GP9 1644 ex 8528 out 87-04-22 to Thunder Bay
 GP9 1645 ex 8801 out 87-05-13 to Brandon
 GP9 1646 out to Winnipeg
 GP9 1647 out to Alyth
 GP9 1648 out to Alyth
 GP9 1649 out to Alyth
 GP9 1650 ex 8685 exp 87-05-12 to Alyth
 GP9 1651 ex 8541 exp 87-06-22 to Alyth
 GP9 1652 ex 8802 exp 87-06-30
 GP7 1682 ex 72 exp 87-06-23
 GP7 1684 ex 74 exp 87-07-08
 GP9 1697 ex 8838 out 87-05-15 to Coquitlam
 RS18 1832 exp 87-05-29
 ex - formerly
 out - out of shops
 exp - expected out of shops
 to - assignment after release

Recent power transfers...

Alyth to Winnipeg	SD40-2	5675	5677	5679
87-04-23		5676	5678	5680
Winnipeg to Alyth	SD40-2	5983	5995	6013
		5993	5997	6015
Glen to Mégantic	SW8	6702		

Leased power on CP...

■ CN RS18s (35)
 3621 3644 3668 3687 3703 3736*
 3622 3645 3676 3690 3708 3738
 3624 3655 3677* 3696 3720 3739
 3639 3659 3678 3698 3728 3742
 3643 3663 3679 3702 3733 3744
 * - 3736 returned 87-04-23; replaced by 3677.

■ Santa Fe GP39-2s (21)
 3600R 3605* 3657 3670 3675
 3601 3606 3659 3671 3682
 3602 3607 3661 3673
 3603 3609 3667 3674
 3604 3615 3669R 3678
 R - 3600 and 3669 are red-and-yellow.
 * - 3605 returned 87-05-15; engine failure.

In addition, there 20 are ex-Missouri Pacific SD40s, 31 ex-Chessie System GP40s, and five Algoma Central SD40-2s on lease.



CN is continuing to plan to pare down its system to a core of heavily-used main lines. With the southwestern Ontario branchlines set to be spun off as shortlines, secondary mainlines are next to go. Well-known is the plan to close the Beachburg subdivision, between Ottawa and North Bay, in the next couple of years, with all traffic being diverted via Toronto. Last year, CN failed to gain approval to abandon the Smiths Falls subdivision and transfer it to VIA. Rumours continue to be denied by CN that the Alexandria subdivision, between Montréal and Ottawa is up for abandonment. Now CN is reportedly set to abandon the Guelph and Thorndale subdivisions (the "back route") from Kitchener to London. The line would need, then, to be taken over by VIA or by a shortline. Now that CN has access to Windsor via the Canada Southern, plans are in the works to divert freight traffic via a new London bypass to St. Thomas, off the Longwood and Chatham subdivisions from Komoka to Windsor.

An application by CN to abandon parts of the Owen

Sound, Newton, and Kincardine subdivisions has been denied. In addition, the Railway Transport Committee is considering the need for hearings in CN's application to abandon the Southampton and Kincardine subdivisions.

One reason the RTC is holding off on approving abandonments is that many are hoping for the transfer of such lines to a new shortline or regional carrier. One proposal for such a railway is Ontario Midwestern Rail Services, the creation of Peter Bowers of Owen Sound. Bowers estimates that a takeover of CN's Palmerston-Owen Sound line would cost \$15-million, and that a takeover of all CP and CN lines north of the Guelph subdivision would cost \$38-million. The Ontario Ministry of Transportation and Communications is to fund a detailed feasibility study of a shortline, and CN is prepared to consider any purchase offers.

The RTC has authorized CN to eliminate weekly trains 90 and 91 between Edmonton and Fort Macmurray (Waterways), over the former Northern Alberta Railways, effective April 30th. Weekly mixed trains 289 and 290 will continue. The RTC will examine the effects of the service reduction and the status of the operation in March 1988.

CN's application to abandon the Chandler subdivision between Ste-Adélaïde and Gaspé has been turned down, since the line is still required for the VIA "Chaleur", trains 16 and 17.

Motive Power News

The first two of six GS413 switcher rebuilds for 1987 have been completed: 7102 (ex-1230) and 7103 (ex-1238).

CN-owned former BN F45s 6609 and 6611 passed through Ottawa on March 8 on Train 338. The two, along with 6610 and 6612 had been stored at Calder Yard in Edmonton since their acquisition from BN for parts.

Stored power...

Serviceable:

303 G	1752 G	1772 G	3640 G	3686 G	7178 M
306 G	1753 G	1775 G	3656 G	3703 T	7906 M
308 G	1755 G	1784 H	3661 G	3713 T	7914 M
1007 S	1758 G	3211 T	3665 G	3835 G	7915 M
1008 S	1760 G	3623 G	3671 G	3841 G	7918 M
1010 S	1761 G	3626 G	3673 G	7158 C	7921 M
1011 S	1768 N	3631 G	3674 G	7161 F	7922 M
1025 S	1770 G	3632 G	3675 G	7165 F	7950 T
1026 S	1771 G	3637 G	3682 G	7167 M	8517 G
1028 S					

Out of service:

113 P	1307 P	1373 P	2565 G	4214	5061 W
115 P	1312 P	1378 P	3108 G	4266 P	5103 T
1209 P	1325 P	1380 P	3621 G	4307 W	7900 P
1243 P	1347 P	1382 P	3633	4344	9435 P
1258 P	1358 P	1390 P	3703	4346	9900 L
1271 P	1368 P	1393 P	3707	4373 P	9901 L
1274 P	1370 P	1397 P	3830 G	4505	9902 L
1275 P	1372 P	1756 G	3836 G	5013 P	9903 L

Locations:

C - Calder	N - Port-aux-Basques
F - Fort Erie	P - Pointe St-Charles
G - Gordon (Moncton)	S - Symington
H - Halifax	T - Taschereau
L - GMD London	W - Transcona
M - MacMillan Yard	

Retirements...

February 13th:

1266	3121	3719	3833	4223	4263	4383
1299	3717	3731	3834	4254	4296	4392
3115	3718	3735	3839	4256	4382	4414

March 25th:

1297	3701	7727	7951
1763	3727	7934	8515
3654	4248	7948	

Retired switchers sold for scrap...

•To International Iron, Welland (21):

8074	8180	8210	8219	8226	8230	8234
------	------	------	------	------	------	------

8174	8181	8217	8221	8228	8231	8236
8177	8208	8218	8223	8229	8232	8237

•To Sidbec, Contrecoeur (34):

8023	8043	8054	8061	8069	8078	8186
8029	8045	8055	8062	8071	8079	8187
8036	8046	8056	8063	8072	8163	8189
8037	8049	8057	8065	8073	8170	8191
8041	8053	8060	8066	8077	8182	

Notes: 37 F-units remain in service: 20 F7As, 8 F7Bs, and 9 F7As without cab controls. SD50s 5440 to 5447 have been delivered. The four SD60s (SD50As) now at GM in London should be released soon. S13s 113 and 115 have been taken out of service from the Montréal hump. Eight C424s remain in service. SW900 7917 is on lease to the joint CN-and-CP-owned Shawinigan Falls Terminal Railway. SW1200 1351 had its cab damaged in an accident in Turcot Yard (Montréal) on May 10th. About 60 M420s have been renumbered to the 3500-series. No orders for new power have been placed for 1988, yet.

Work on the rebuilding of ex-CNR 4-8-2 6060 has stopped, because of a lack of funds. The engine was moved from Jasper to Vancouver last year for Steamexpo, then to North Vancouver, where it was to be overhauled by the British Columbia Railway. Work began in the fall and continued through the winter, but 6060 is again stored outside awaiting funding from the Alberta Government.

Tourist Railways

Rideau Valley

The Smiths Falls chapter of the CRHA is continuing with its plans to develop a tourist line from Smiths Falls, west over the former CN Smiths Falls subdivision to Harrowsmith, and south on the former CP Kingston subdivision to Kingston. Tentative agreement appears to have been reached for the use of the rights-of-way, but the existing track would likely be replaced with lighter rails. The Smiths Falls group has accumulated a substantial roster, much of which has been transferred from Delson. The property now, however, has no connection to other railway lines. A new connection to the CP Belleville subdivision is proposed at Smiths Falls.

Credit Valley

Ontario Rail has confirmed that the Credit Valley will not be open for service this year, but that plans are proceeding well, with much-needed local participation. The 7.2-kilometre line from Tottenham to Beeton is part of CN's former Beeton subdivision. Movements have been operated over the line early this summer using a small diesel industrial switcher. Much of ORA's equipment, including ex-CP 4-4-0 136 and 4-6-0 1057, is stored on the Tottenham line.

Vancouver Island

Crown Forest Industries Ltd. has donated historic railway equipment worth \$200 000 to the Ladysmith Railway Historical Society at Ladysmith on Vancouver Island. Some of the equipment, which had been in operation until 1985 at the company's now-closed Nanaimo Lakes operation will be run as a tourist attraction. The logging operations manager has indicated that the 24-kilometre line will likely never be used again for log transport. The donated equipment includes a complete forge and blacksmith shop, a log unloader, a 1913 boxcar, and former CP MLW RS3 8427.

Toronto

Very preliminary studies are underway for a tourist train operation over regular lines in the Toronto area. One rumour has it that ex-CNR 4-8-4 6213 would run from the Ontario Science Centre, on a spur connecting to the CN Bala subdivision.

1201 to Wakefield

The return of ex-CPR 4-6-2 1201 to the Wakefield run may be delayed until 1989. The portion of the CP Maniwaki subdivision from Laman to Wakefield was purchased from CP by the municipalities of Hull, Hull West, and La Pêche. Under that

agreement, CP was to allow operation over its lines from the National Museum of Science and Technology in Ottawa until 1987. A new line will now be needed between the CP station in Hull and the junction at Laman, 3.1 kilometres north. Plans are being organised by the Tourist Development Council of Hull-La Pêche, which has hired the Montréal consultants Transurb for a feasibility study and to advise the council on leasing arrangements with a private operator. The line would be leased to the operator, and the equipment would continue to be owned by the museum.

1201 excursion

The Bytown Railway Society plans to operate an excursion with CPR 1201 from Ottawa to Pembroke on October 4th. The trip will travel over the CN Beachburg subdivision, with runpasts and a

two-hour stop in Pembroke. The ticket price is \$50.00--contact the Bytown Railway Society, P.O. Box 141, Station "A", Ottawa, Ontario K1N 8V1.

Algoma Central Railway

Algoma Central is expecting to lease an A-B-B-A set of CN F7s for service on its excursion trains this summer.

News Sources

Thanks to the following contributors:

Bruce Chapman
Ben Mills
Bytown Railway Society "Branchline"
Forest City Railway Society "Tempo Jr."
Ottawa Citizen
Pat Scrimgeour

Toronto Area Sightings /

Ben Mills

April 16

CN work train: 9444-9437-9529

#76: 6779-6767-9C

#79: 6910-7C

#10: 6406-6634-15484

#98: 315-7C

CP Oakville: 4740-4236

#86: 217-5 Amcoach, 2 Tempo

#687: 6206-6001-6126

-6003-6113

CP Oakville: 5531-5545-40C

#78: 6401-6C-15472

April 17

#98: 319

#86: 372

April 18

CP WB: 4508-4740-4512

CP EB: 5552-B03702-B03706

-B03733-5533

CP WB: 5905-B03738-4719-4725

CP Lambton: 5006623-5512-5545

#98: 318

#86: 344

April 19

CP EB: 4222-4200-4215

#79: 6911-6925-7C

#76: 6406-15454-7C

#10: 6308-6627-15473

#668: 6113-6003-6001-6206

CP WB at Union: 1247-1214

#98: 216

April 20

CP WB: 5535-5506

TMC: 6514 under plastic cover

April 21

CN on High line: 5295-5294

CN EB: 9406-9416-1218-1229

#668: 6211-6104-6212

April 23

CP WB: 5949-SF3673-3657

CP EB: 4559-4555-4505-B03726

CP EB: 4564-4701-4571-B03700

CP WB: 4722-4500-5406

CP Stone train EB: 4730-4705

To TMC: 6110-6104-6129-6767-2C

CN Ballast train: 9508-9626

CN Hi-line WB: 9609-9445-9538

CP Leslie/Commissioners: 8152

April 24

CP EB: 6034-5994-5553

CP EB: 5540-4730

#98: 313

#86: 344

CP WB: 5508-4716-4246

CP EB: 5921-5667-5566

CP WB: 5548-4740-1814-8792

CP EB: 5405-5554-5519

-4554-5558-5502

CP WB: 4503-B03716

April 25

#98: 218-6C

#86: 387-4C

April 26

CP Lambton: 1619

#10: 6409-15410

#668: 6208-6201-6205

#98: 278-6C

April 27

CP at Bathurst St: 1234

#76: 6540-3C

CN at Union: 2572-9176-10C

#79: 6922-4C

CP Parkdale: 1824-1597

#10: 6401-6624

#98: 340-4C

#86: 319-4C

April 28

CP EB: 6031-4550-5519

CP EB: 5507-5520-5536

CP EB: 5921-5699

April 29

CN Don: 9166-9177-9173 dead;

7903; 9505-9611-9504

#98: 337

#86: 235

#668: 6105-6108-6227

CP WB: 4729-4715-4740-5529

April 30

CP EB: 8921-5401

#668: 6217-6113

#10: 6409-6620

#98: 278

#86: 335

May 1

#98: 321

#86: 357

May 4

CP EB: 6031-5549

-B03735-MP5081

May 5

#76: 6542-6510-3C

#79: 6922-4C

#10: 6407-6634

#668: 6206-6003-6224

#98: 321-5C

#86: 399-4C

May 6

CP 5556-4508

CP 5525-4573

#668: 6111-6107-6215

#98: 304-4C

#10: 6930-6401-6620

(incl LRC coach 3322)

#86: 341-4C

May 7

CN Don: 1213-1250-7903-30C

#98: 385

#86: 361

May 8

#128: 6512-4C

CN Don: 7179-6C

CP Canpa sub: SB 5549-5413;

1247-14C

Into TMC: 6212-6129-6004-6120

CN Mimico: 9476-9515

CP WB: 5531-5414 light

CP Lambton: 5405-5723-4507

#98: 304

#86: 361

May 10

#668: 6102-6128-6229

#10: 6411-6626

(incl LRC coach 3406)

#98: 278-5C

#58: 6793-7C

May 11

#98: 217

CP Parkdale 1597-1578

#10: 6404-6611

#81: 331

May 12

CN Mill St: 4318-9165-4209

CP WB: 4224-4222-40C

CP EB: 5556-8921

#76: 6411-4C

#79: 6911-5C

#668: 6124-6215

#10: 6403-6663

#98: 382-4C

#86: 268-4C

May 13

#76: 6510-3C

CP WB Parkdale: 8124-9C

#76: 6928-5C

#10: 6400-6622

#668: 6206-6066-6121

#98: 226

#86: 352

CN on High line: 5335-60C

More on Anticosti

Dear Mr. Westland,

Regarding the Anticosti Island R.R. article (April issue), I thought that you might be interested in knowing that I have a copy of Keith Pratt's article as published in 1937 which included photos of 2-4-0 No. 1, which obviously inspired Mr. Easley, because it is the same view. The other photo shows the gas locomotive, No. 6 and the passenger car. I am enclosing a copy from my father's roster book which provides some additional information on the motive power.

I believe that the only way one can visit the island today is with government (Quebec) sponsored fishing and hunting trips. It would be most interesting to visit and see if any trace of the railroad and equipment still exists. I have a friend who is a keen fisherman and hunter, so the next time I see him I will ask him if he has been on the island and if his answer is 'yes' you will know my subsequent questions!

--Douglas Brown, St. Bruno, Quebec

Anticosti Island Railway--Chronology and Roster of Equipment

Port Menier to Lake Zede; Lake Princeton Branch: 25 miles.

1896: Anticosti Island bought by Henri Menier, wealthy chocolate manufacturer in France. 1909: Construction of railway started. 1910 (Oct. 15): railway completed. 1920: Operation discontinued. 1926: The Menier heirs sold the island to a group of Canadian paper companies who then organized the Anticosti Corp. 1929: Railway dismantled except about 4000' from the wharf to a warehouse.

Locomotives--

<u>No.</u>	<u>Type</u>	<u>Cylinders</u>	<u>Drivers</u>	<u>Builder</u>	<u>Date</u>
1	2-4-0	12"x18"	34"	Montreal 48736	1910
2	0-4-4-0	12"x10"	33"	Heisler (geared)	
3	0-4-4-0	13"x12"	36"	" "	
4	0-6-0	17"x24 "	44"	Baldwin	
5	"	18"x24"	57"	FitzHugh, Luther	1904
6	0-4-0	gas			1930

One passenger car, three boarding cars, 10 flat cars, steel, 25 flat cars, wood, 20 dump cars, one steam shovel, one crane.

(Note spelling "Menier", as distinct from "Meunier" as used in the Keith Pratt article; Mr. Brown's spelling checks out with that used in at least one accredited Canadian atlas. Port Menier is located on the Anticosti south shore, approximately 10 miles east of the western tip of the island--Ed.)

--compiled by the late Robert R. Brown

EUROPE 1987

by Kevin G. Mugridge

CONCLUSION

The next morning was to see us start on a roundabout trip to Bern from Basel. Normal people simply grab one of the hourly trains at 46 minutes past the hour and go the 106 km to Bern. This is what our luggage did. We, however, did not. We were to see the Alps today via both the Gotthard route and the Simplon route.

Our first leg was the 266 km to Bellinzona through the 9.3 mile Gotthard Tunnel and past the church at Wassen three times on different levels, and the spectacular descent into the Ticino Valley. This was done on a semi-local which carried a diner and, as with most Swiss trains, had a rolling buffet cart to serve you in your compartment. This is the route followed by the remaining TEE, the GOTTARDO. A new schedule went into effect for it, however, on June 1.

This route is described as one of the five most scenic routes in Europe and always lives up to its billing. Most of the higher peaks and meadows were still snow covered and the rivers were at their peak flow. I had not seen this before, since this was about two months earlier than when I usually go.

At Bellinzona we made an across the platform transfer to a local for the 20 km ride to Locarno. Even this service had First and Second Class accommodations and was well filled. Locarno is a scenic spot on its namesake lake. It is also the terminus of the Centovalli Railway, one of the many in Switzerland, but one that does not accept the Eurailpass. This service leaves from the centre of the street in the station forecourt like an interurban. Our First Class section was in the lead car. The line winds out of the station area via a series of hairpin curves up city streets. At their car barn we had two trailers added to bring us up to a four car train. We had grabbed pannini (Italian sandwiches on sub rolls) and Sprites from the station as we walked by and didn't take any chances on the light meal and beverage service offered on the train. In any event it did not start until Camedo at the Italian border. Here, while the Customs or Immigration officer walked the length of the train, a rolling buffet cart was put on board. Antipasto, spaghetti, pannini, beer, vino, Cokes, etc. were available. Since the trailers were not equipped with diaphragms but were control type units, the cart had to be taken off them and put on the other portion of the train.

This route passes hillside farms that are nearly vertical, fantastic gorges and the 100 valleys for which the railway is named along the way. It finally winds its way down into the flat valley at Domodossola and ends at the lower level of the FS (Italian State Railways) station. Here we had a wait for our connection since the train from Locarno was somewhat late due to adding the extra cars and probably to the lack of proper power, with only one power car hauling the train. While the terrain and curvature made much speed impossible I felt that there were places where we could have gone a tad faster than we did.

This was the end of the Easter Holidays and trains were quite full. We had an hour to wait for our train to Bern. While it is not as busy as many stations, I had three through trains and four locals to amuse me during this time. This is the end of the Swiss lines and the start of FS even though it is some 40 odd km into Italy. It was here that one of the main routes in Italy using three phase electrification began. It is long gone but there are still dead sections in the wires between the Italian voltages and frequencies and those of the Swiss to allow for the engineer to switch over to the proper settings.

Many of my old friends in Italian motive power from previous trips were around, along with a new class I had not seen before: A B0-B0-B0 with articulation joints over the centre truck.

This was being used on a heavy local that was bound for Milan North Station. It was probably slow but powerful. Upon checking I found that these units are rated at 4200 kw at 103 km/hr with a top speed of 150 km/hr. In English they are 5570 hp at 64 mph with a top speed of 94 mph. Over 200 units of this class will be delivered between 1983 and 1989.

This was a place for a major error on my part. I should have reserved spaces on this train as well. We had to split up into two compartments for a while until we reached Brig, where we could fit into one compartment. Most of the train's space was reserved right into Bern. This route is not among the five most scenic routes in Europe, but in my book must be the sixth at least. It includes views of the Rhone Valley and the Bietschtal Bridge, 225 ft. above the ravine which it crosses. Throw in the nine mile Lotschberg Tunnel and the 11.9 mile Simplon Tunnel for good measure and you get some idea of the route.

This is the BLS Railway, operated as part of the Swiss Federal Railways, but the Canton of Bern is the principal owner (Cantons are the Swiss equivalents of Provinces or States). They have their own chocolate and cream livery for cars and chocolate and chrome for locomotives. They are freely intermixed with other SBB equipment.

A car-go-rail service is offered through the Lotschberg Tunnel from Kandersteg to Goppenstein, and on to Brig in some instances. Via the rail route, it is a mere 24 km whereas the all-road route is almost three times as long over the mountain passes. The trains run about every 20 minutes during the busy part of the day and the cost is moderate. You drive your car on and ride in it to the other end and drive off. A locomotive is used at each end of the train, being cut off or added on as the train is ready to depart or arrive.

At Spiez the tracks are lakeside along Lake Thun, on which BLS offers ship service. The environs of Bern were reached and we rolled on time into the large central downtown station which serves as the headquarters of SBB-FFS-CFF, the Swiss Railways along with the BLS. Now let's see. We went the 266 km to Bellinzona, another 20 km to Lugano, 54 to Domodossola and finally 190 km to Bern; only 532 km to cover that 106 km from Basel to Bern. The direct route is not boring, but it really doesn't come up to what we had covered. As to time, it took 9½ hours.

Here we claimed our luggage and walked the block and a half to our hotel. We settled in for a three night stay before moving on. The next day was for sightseeing around the Capital City. Imagine Washington with a fruit, flower and vegetable market in the plaza in front of the Capitol Building. Well, Tuesdays and Thursdays, that's what Bern has. Further up into the shopping district the same days see a large flea market of sorts in the main square. We shopped and walked about the Aare River Valley and ended up having a Bratwurst and beer on a park bench adjacent to the Capital Building. At this point I went back to spend a half hour watching the activities at the station.

The Bern Station has 12 platform tracks for mainline trains along with four platform tracks on the upper level for suburban service and another half dozen on the lower level for additional suburban service. It is becoming too busy on the mainline, with an average of a train scheduled every six minutes from 700 to about 2100. Diverse places are served out of the station. One can board a sleeping car for Moscow here, as well as trains for closer places.

While it is a through station, some trains reverse directions in their normal routings. The Postal Telephone and Telegraph (PTT) relies heavily on the railway for its mail service, even to the extent of running several RPOs on the main routes. This adds to station traffic, since these cars are cut off and spotted at the adjacent postal facility.

It is getting to be a regular event wherein an arriving train has to wait for a departure to get to its platform. Routing would make it impractical to move the upper level suburban service elsewhere, but this has been explored.

The day was not to be without train riding for we were to retrace part of our route of yesterday and go out to Kandersteg to visit the International Scout Centre located there. Hourly service is provided at 21 minutes past the hour, stopping at this location. We picked a 1521 train, a Basel to Brig semi-local. This got us out there 62 minutes later and a brisk walk through the sub-Alpine meadows along recently unfrozen creeks brought us to the Centre. We made our purchases at their Camp store and strolled back to the station through the village, which was just starting to reopen for the season.

We could have run and caught the 1831 train back, but took a more leisurely walk back with 40 minutes to wait for the 1931 train. During this time several freights and a pair of locals were observed, along with the auto service. The 1831 carried both sleepers and couchettes as well as First and Second Class coaches. There is a mini-bar for food and beverage service to Bern. We bought some tea to warm up from the cooler air outside.

Wednesday was spent on the various rack railways in the Jungfrau region and ended up with a ride on one of the BLS ships from Interlaken to Thun. This will be covered in an additional article, as the lines here are worth special mention.

If it's Thursday we must be on our way to Paris. From Bern we chose the 0916 train to give us an hour or so to look around Geneva. It is too slick and modern for my taste and I have found it palatable only during its annual festival in early August. Like Zurich, I can hear the gnomes counting money everywhere I walk.

The time for our TGV was drawing near and, since you must clear French Immigration before boarding, we headed back to the Cornavin Station of CFF/SNCF in the centre of things. France now requires a visa, so more than normal checking went on before we were allowed access to the SNCF platforms (2) in the station. A local to Chambéry of EMU stock was boarding and another local from Valence, the junction to Marseilles, arrived.

Allowing for 10 minutes in the station, the TGV set purred onto the scene where the local had departed. The doors whooshed open after some coaxing since the hostler had not pushed the proper buttons to allow them to open. We were in the second First Class car with seats all in a row across the car, two on one side and one on the other. The interior told of the countless

trips it had made. It was just a shade above being described as shabby. Paint was nicked, the mesh baskets at the backs of the seats were missing and the tray tables showed signs of heavy use. The bar car was to the rear and the meal service section was in between the first two cars. It was not required that one go to the counter as they had a cart for beverages and one for food, staffed by multilingual hostesses who went through the three head end First Class cars.

We rolled along the Rhone River and past its hydroelectric plants until we gained the dedicated high speed trackage at Macon, some 226 km away. While we were restricted to lower than TGV speeds, we were allowed a speed higher than the regular trains. Now the remaining 360 or so km would be covered at speeds of up to 270 km/hr (170 mph). The speed is noticeable in that close objects at trainside are just a blur. You have to focus in on more distant objects to see them clearly.

During the roughly two hours into Gare Lyon we passed a TGV set about every 15 minutes. This gives a rough idea of the use which the sets receive. The French Poste uses dedicated trainsets of TGV equipment for mail to Marseille. These are a bright canary yellow rather than the burnt orange used on the normal passenger sets. The Poste also runs many all mail trains throughout France. One branch of the government knows what another is doing, for a change.

Since we were to depart from Gare du Est, we taxied to our hotel, located in its general vicinity. The evening and next day were spent doing the normal tourist things in Paris which included much riding of the Metro to get to and from the various points of interest. Very few of the Metro lines use rubber tires like copycat Montreal and all of the newer ones (mostly extensions) are steel wheel on steel rail.

Our last major train ride was on the IC VICTOR HUGO, which is two trains as far as Metz where it splits up into a section for Frankfurt and one for Luxembourg. From the markers there were seven DB coaches, both First and Second Class, and a full diner, then the next eight coaches were SNCF which included the one we were to use, tacked on the head end of the train. The SNCF cars were all recent Corail cars. These are the rage in much of Europe. They are fully climate controlled with electric heat and air conditioning. All seats recline, have tray tables, individual reading lights and are heavily carpeted up to window level to deaden sound. The DB cars on the rear were similar.

At 1716 we purred out of the trainshed, racing a commuter train on an adjacent track. It quickly fell behind as it had to make suburban stops and we didn't. In fact, we were to run non-stop for the 354 km to Metz for which we were allowed two hours and 39 minutes or a little over 120 km/hr for the run. That equates to a start to stop speed of 75 mph, not bad for just an ordinary train on non-dedicated track. A whole six minutes is allowed at Metz to send the train off in two directions. The remaining 63 km into Luxembourg, including a stop at Thionville, take up 48 minutes.

We climbed off and walked across the street to our hotel, showered, had dinner and settled in for the night, concluding some 2500 km of train riding. I was to do a few more km in the morning to sample the ride of the new EMU equipment, but that was it for the rest of my crew.

We were bumped off our scheduled flight back to JFK Airport via Iceland and put on an earlier direct flight. This messed up plans for some purchases in the Lief Erickson Airport but got us back to JFK a few hours earlier. This was a hollow victory, since alternate flights to the one we were confirmed on were impossible to come by. So, we arrived home as scheduled after a long wait at JFK.

The trip was worth the time and money invested in it. While other Easter Vacations have been longer in past years, this time worked out fine. It did take a few days to recover after we got back.

Just a few other notes on the European scene. The TGV service to Bern from Paris which was to be inaugurated at the end of May is being heavily advertised in both France and Switzerland as the only two capitals linked by TGV High Speed Service. While in Switzerland and a good deal of France this run is limited to sub-sonic speeds since it is on non-dedicated track. It reaches the TGV route near Dijon. The run is actually two trainsets out of Paris as far as Frasne, France, with one set going to Bern and the other to Lausanne. The morning run to Paris sees the trains combine there for the remainder of the trip.

In France, an all First Class TGV runs weekends between Paris and Nice, adding to the other four all First Class runs already existing. In Britain, the designation of Second Class was replaced by "Standard Class" as of May 11. First Class remains available on most main line runs but will be eliminated on many branch runs that don't require First Class.

In a followup I will describe the day trip up to the Jungfrau and the railways involved. They get not only steeper but also narrower and involve one of the few surviving three phase distribution systems in use today. This day ended up with not only a ride on one of the BLS ships on Lake Thun but a ride in a brand new SBB First Class car with an experimental seating setup, but more of all of this at a later date.

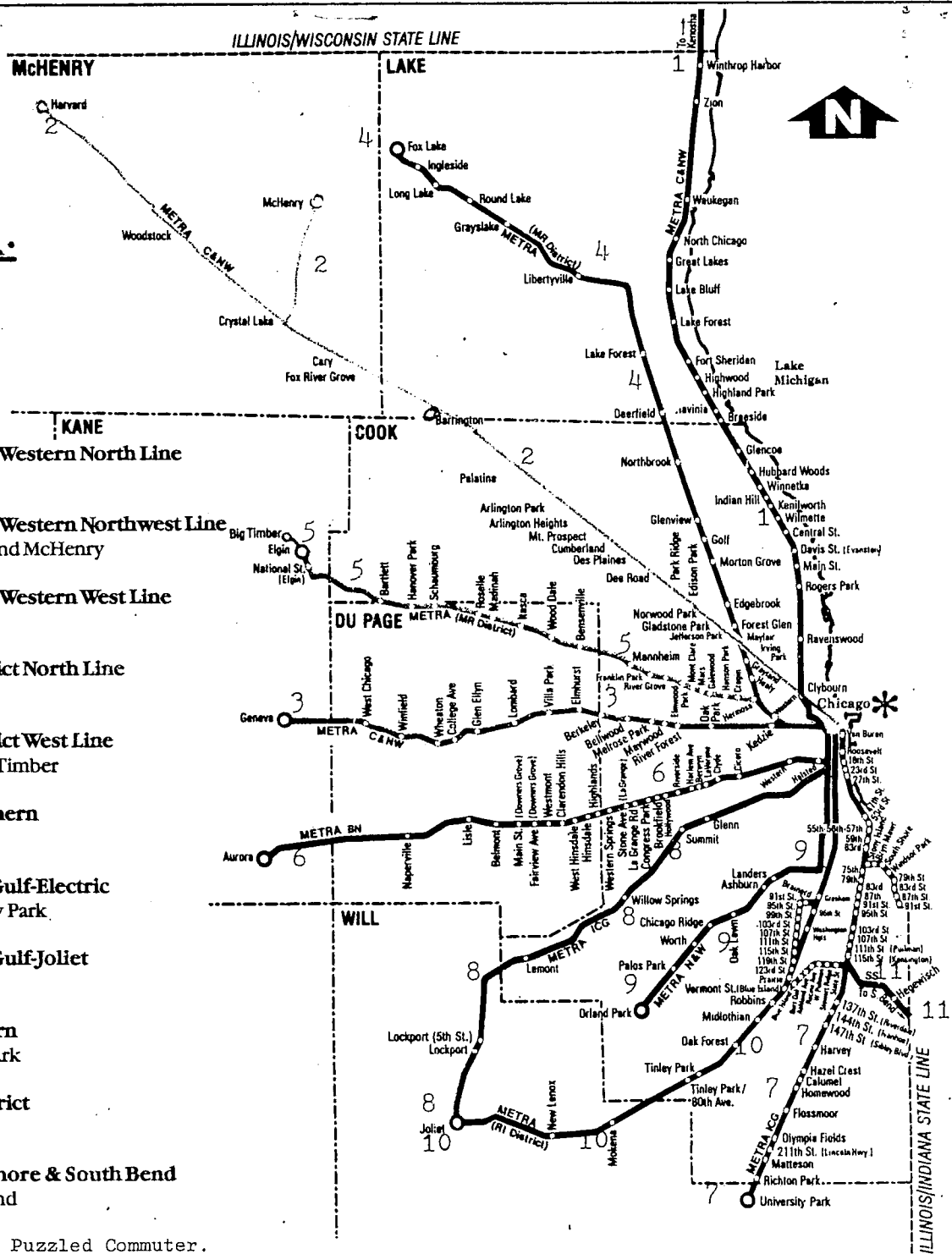
CHICAGO COMMUTER NOTES by Sandy Worthen

--Chicago's METRA (Metropolitan Rail) proposal to buy the Illinois Central Gulf Railroad's (ICG) electrified commuter rail service was approved by the Regional Transit Authority's Board of Directors on March 25, 1987. The transfer was to take place in May. The price for the property was set at \$28 million, a figure arrived at by two separate appraisals and a third review appraisal which reviewed the first two. This commuter service route provides some 43,000 rides each weekday between Chicago and University Park, Will County. The ICG "Diesel Line" to Joliet, IL., via Lockport and Lemont, is not included in the sale. However, METRA will assume direct operating responsibility.

--From ON THE (BI) LEVEL's "Sounding Board": "Am I really riding on something called "Metra"? How long has this been going on? I thought it was the Chicago and North Western. What the heck

Metra is...

- 1 The Chicago & North Western North Line
Chicago to Kenosha
- 2 The Chicago & North Western Northwest Line
Chicago to Harvard and McHenry
- 3 The Chicago & North Western West Line
Chicago to Geneva
- 4 The Milwaukee District North Line
Chicago to Fox Lake
- 5 The Milwaukee District West Line
Chicago to Elgin/Big Timber
- 6 The Burlington Northern
Chicago to Aurora
- 7 The Illinois Central Gulf-Electric
Chicago to University Park
- 8 The Illinois Central Gulf-Joliet
Chicago to Joliet
- 9 The Norfolk & Western
Chicago to Orland Park
- 10 The Rock Island District
Chicago to Joliet
- 11 The Chicago South Shore & South Bend
Chicago to South Bend



is "Metra"? (signed) Puzzled Commuter.

"We'll try to be brief at this time. "Metra" is the brand name that we stuck on the whole system of commuter trains in northeast Illinois once we hired a Marketing Director in 1984, whose first question was 'OK, what's the name of the product I've been hired to promote?'

"Even though commuter trains may operate on tracks owned by freight railroads (like BN or C&NW) and the train crews may get their paychecks from a freight railroad, the Commuter Rail Service Board (responsible for providing public transportation by commuter rail--see our masthead) through its corporate subsidiary, the Northeast Illinois Railroad Corporation, pays all the bills.

"Northeast Illinois Railroad Corporation was too long to print on a train ticket; 'NIRC' sounded nerdy, so we settled for 'METRA'. And yes, the marketing seems to be working. While CTA and PACE had disturbing ridership losses last year, METRA not only held the line, but also showed a modest increase of about 350,000 rides."

--Since 1970, more than US \$1 billion in tax money has been invested in the northeast Illinois commuter rail system. "METRA's 245,000 daily riders know that it is a good investment," said Rail Board Chairman Jeffrey R. Ladd. "METRA is the finest commuter rail system in the nation," he added. "We offer our customers dependable, comfortable service at a fair price."

Ladd noted that METRA has \$102 million in U.S. Federal Government capital grant applications for 1987, which includes money for rehabilitation of the 74 bilevel commuter coaches on METRA/



UCRS and other events and activities

by Ed Campbell

--The regular Toronto June meeting attendees were treated to a nostalgic look back at the Huntsville and Lake of Bays Railway and Navigation Co., including the organization's famed narrow gauge "Portage Railway" which crossed the isthmus between Peninsula Lake and Lake of Bays, east of Huntsville, Ont., in the Muskoka tourist area. By means of slides made from old photos and postcards, as well as others taken by railfans in the later era, Niall MacKay recounted the history of the rail and water enterprise, which ceased operations in 1959, and also portrayed pictorially some of the famous tourist resorts of the region. Mr. MacKay, who is involved in the project to reincarnate the Portage Railway at a different location, i.e., alongside the Oxtongue River, off Highway 60, also told of the progress of this undertaking, aided by further slides. The major achievement for the project, thus far, as reported previously in the NEWSLETTER, has been the return to the area (from Pinafore Park, in St. Thomas) of some of the H&LofB equipment, including saddletank locomotives 5 and 7 (their Portage Ry. and predecessor Canadian Gypsum Co. numbers). It is hoped that the NEWSLETTER will be able to present progress reports on this tourist railway in the future.

Prior to the main meeting program, Bob McMann presented an outstanding sequence of slides depicting the arrival in Toronto, in the gathering dusk, of ALRV 4200 on June 11, its first contact with TTC rails, at St. Clair Carhouse, over the weekend, and its display at Toronto City Hall on June 15 and 16. Our most dedicated chronicler of TTC events has done it again! Also shown, to cool members off on a hot night, were scenes taken last winter on the CN and CP Owen Sound lines by Owen Sound member Dave Kinzie.

--The UCRS will probably have a booth at the Milton Steam Fair (traction engines). The dates are Friday, Sept. 4 to Monday, Sept. 7 inclusive. If space can be obtained, members will be needed to staff the booth. Why not decide now to assist if necessary, and by doing so obtain the satisfaction of helping your Society.

--A TTC trip is expected in September using one of cars 4600 or 4601, the PCCs recently experimentally overhauled in a substantial way to check out the feasibility and cost of such repairs against the purchase of new cars.

--Toronto member Ed Misera, after several changes in dates, has had a hip joint replacement operation and, as of June 28, was still in St. Joseph's Hospital in satisfactory condition.

--Our columnist, Ed Campbell, entered hospital on June 30, to undergo a similar operation. He will be convalescing at Hillcrest Hospital for about three weeks. Our best wishes for a full recovery go out to him.--SIW

--It is with sorrow that we report that Toronto member Vic Borrow has died. Vic, while a member for only five or six years, helped with the Sportsmen's Show booth and provided repairs to equipment. He taught technical classes at City of York schools.

Friday, July 17--Regular UCRS Toronto meeting in Room L8 of North Toronto Collegiate Institute on Roehampton Ave. just east of Yonge St. (take the subway to Eglinton Station). Enter school by south door on west side. The program will consist of movies by John Fleck and other edited Super 8 movies by members who care to show theirs. Time 7:30 p.m. sharp. Do not forget your newscast slides.

Friday, July 24--UCRS Hamilton Chapter meeting in the auditorium of the Hamilton Spectator building at 44 Frid St. The program will be members' slides (including those of a newscast variety). The new meeting location is not convenient to the CNR station, so take the GO bus connecting with GO trains at Oakville, or the express or Lake Shore GO Transit buses from Toronto, which will stop on Main St. just east of Dundurn, from which point it is an easy walk west and south to the Spectator building. Let's all turn out to see the Hamilton Chapter's new air conditioned and pleasant meeting place, with more frequent and easy access to GO Transit bus service from Toronto, and return to Toronto as well. Meeting starts at 8 p.m. If driving from Toronto or other points to the north-east, enter Hamilton via Hwy. 402, using the York St. exit and proceeding southerly on York St., then south on Dundurn St., west on Chatham St. and north on Frid St., to the Spectator building. Lots of parking is available.

Friday, August 21--Regular UCRS Toronto meeting at 7:30 p.m. sharp in Room L8 of North Toronto Collegiate Institute (see July 17 entry for location details). The program will consist of newscast slides and, tentatively, videotapes. Do you have any videos that you can show?

Friday, August 28--UCRS Hamilton Chapter meeting in the new Spectator building auditorium at 8 p.m., in air conditioned surroundings. Toronto members are urged to visit their Hamilton friends and to bring 35mm slides (including newscast items), which will be featured. See the July 24 entry for transportation directions.

Friday, September 18--Regular Toronto meeting in the 6th floor auditorium of the Education Centre, College and McCaul Sts., featuring a talk by Peter Benham on the operations of the Delaware and Hudson Ry. in the Buffalo area. Time 7:30 p.m. sharp.

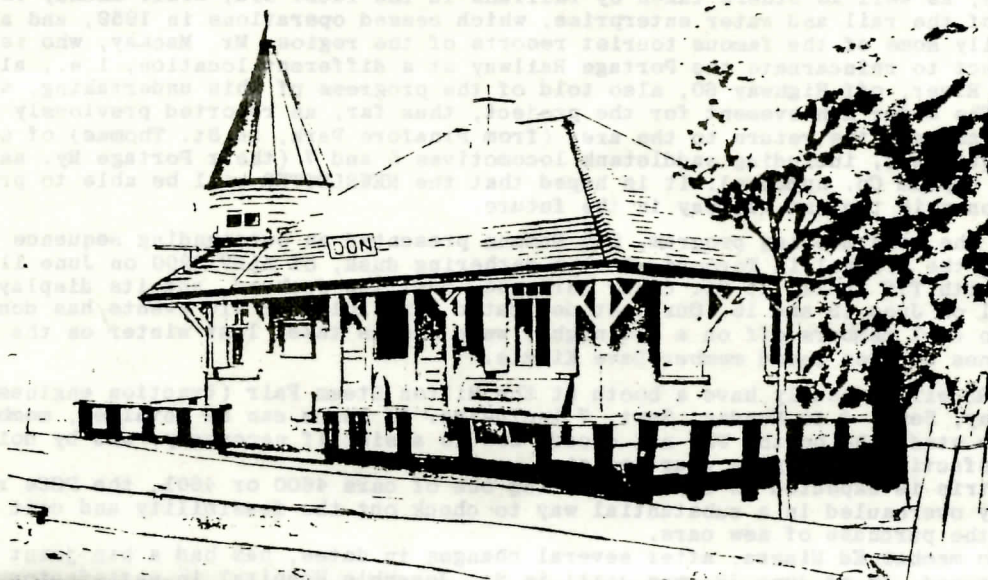
BN (Burlington Northern), METRA/ICG (Illinois Central Gulf) and METRA/MILW (Milwaukee Road) lines. Also included is continuing rehabilitation of rights-of-way and fixed facilities and renewal of many outlying stations. The major reconstruction of the C&NW Chicago Passenger Terminal, LaSalle Street Station (at its present site), Van Buren Station (ICG), and joint improvements with Amtrak at Chicago Union Station are all part of the 1987 program.

Ongoing will be the renovation of right-of-way structures, interlocking plant and support

facilities, including the METRA/BN and METRA/MILW yards, where the equipment is repaired, serviced and stored. Most of these facilities were built in the early 1920s and are antiquated, definitely! Modernization will shorten maintenance cycles and move equipment more quickly and efficiently, in short, increase productivity.

--Responding to requests from riders, METRA/BN added a new morning rush-hour express train from Naperville to Chicago, a new westbound mid-day train and one late evening train originating in Aurora, beginning Monday, April 6. In addition to the three new trains, several existing trains operate in different time slots. METRA/BN riders asked for an expansion in the number of week-day trains arriving in Chicago at or before 7 a.m. This request was supported by METRA staff, working with BN (ex-CB&Q) personnel, to close the gap between mid-day trains. METRA Board Chairman Jeffrey Ladd said that the additional services would be operated within existing staffing levels; the only additional expense would be for fuel and incidentals.

--These items from ON THE (BI) LEVEL-METRA (Metropolitan Rail)-Chicago



DON STATION: planned for historical restoration (see last issue, P. 4)

--The Society expresses its deep appreciation to Al Kerr, one of our Buffalo members, who kindly mailed all of the U.S.-destined copies of the June NEWSLETTER at a post office in his city, to avoid the threat of disruption in service of Canada Post.

Distribution Crew: Stu Westland, Dave Scott, Ben Mills, Don McCartney, Mal Smith, John Thompson.

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