Newsletter

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MERRY CHRISTMAS

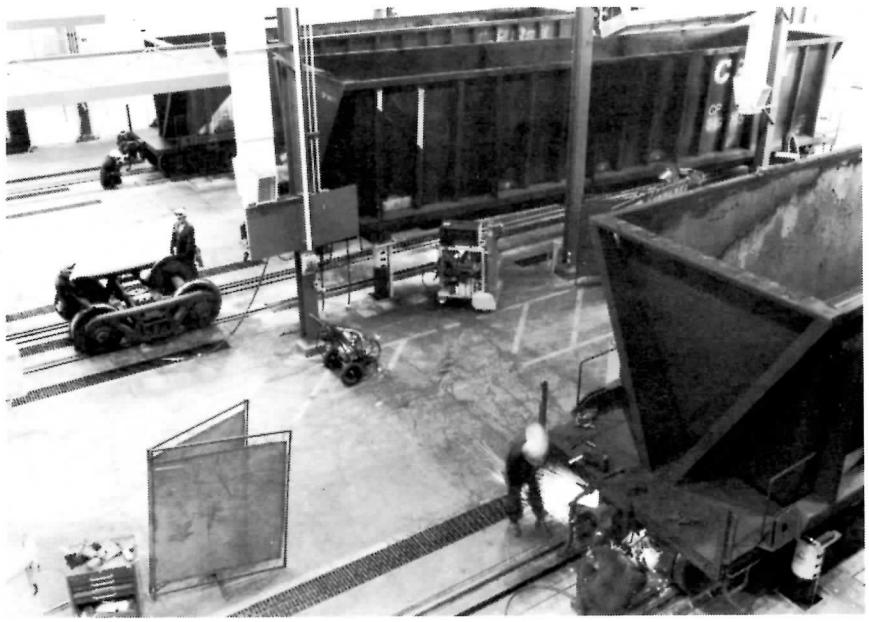
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

Photo NEWS

TTC Refuse Collection Cars RT38-39 pose at Greenwood Shop on Nov. 6, 1987, the day they officially entered service. They were formerly Gloucester Railway Carriage & Wagon Co. aluminum subway cars 5100-5101. The cars feature a wide yellow band (TTC work equipment colour) beneath the windows.

--Ted Wickson, TTC

Adios, Amigo--37 of Edmonton Transit's Flyer trolley coaches have been sold to Mexico City. CP Rail handled the move from Edmonton to Portal, Saskatchewan; then it was the Soo Line to Kansas City, Missouri Pacific to Laredo, Texas, and the NdeM to Mexico City. To handle the unusual shipment, CP had to assemble 19 89-foot flatcars, which held two coaches each. The move took about 10 days. --CP Rail photo



An overview of CP Rail's new Golden, B.C. car shop (see article this issue) with carmen at work at various tasks. A multiple operator grid welding system facilitates more than one welding operation, as depicted in the foreground, to be performed from a single power source. --CP Rail photo

CP Rail

CP AND COAL

1. GOLDEN CAR SHOP OPENS

A $50 million CP Rail coal car repair and maintenance shop employing more than 100 people was officially opened at Golden, B.C. on Oct. 8, 1987. More than 1,000 local residents, coal company officials, government representatives and railway executives and employees were on hand as a remotely operated mechanical "indexer" moved a coal car through a banner into the shop. Activating the device were Russ Allison, CP Rail President; R.T. Marshall, President, Coal Association of Canada; and Duane Crandall, MLA for Columbia River. Also taking part was J.D. Bromley, CP Rail Executive Vice-President.

Mr. Allison remarked that the new shop underlines the importance of coal to CP Rail and the Canadian economy, as well as the need for efficient rail links in enabling British Columbia's south east coal mines to compete in world markets. "This new coal car repair shop is an essential part in fulfilling our responsibility to maintain an efficient flow of coal," said Mr. Allison. He also observed that "For CP Rail, today marks a break with our past practice. Traditionally, we have always expanded repair shops in locations where we had existing facilities already in place. The move to Golden meant building both a yard and a car repair shop where none had previously existed. It meant establishing a new workforce, hiring locally and transferring experienced people to Golden". Further, in something of a throwback to William Cornelius Van Horne, Mr. Allison stated "I want to thank all of the general contractors and sub-contractors who worked on the construction of this excellent facility. The work was well done."

The shop incorporates the latest in technological advances and safety features. Remote controls are used to activate car switching and to operate overhead cranes and trackmobiles. The new facility, which will operate around the clock, seven days a week, uses planned maintenance procedures designed to locate and attend to potential problems before they occur. The maintenance cycle ensures that each unit in the 2,200-strong coal car fleet receives service twice a year. Controlling the frequency of inspections will improve the overall quality of the fleet, and will increase car supply and life expectancy.

As part of the project, CP's trackage was relocated to the outskirts of Golden, where the 16-hectare shop site and yard are located. The repair shop has a nine-car capacity, with an average daily throughput of 25 cars. The yard has 16 tracks, including main line track, four yard tracks, arrival/departure, siding and service tracks; the yard can hold nine 111-car unit coal trains. Facilities include the 5100 square metre shop building, containing four repair tracks, an administration building, a yard office, a machine shop and a track maintenance equipment shop.

In his remarks, Mr. Allison paid special tribute to the City of Golden and its elected officials, who urged the railway to locate the shop in the community of 3,500. "Their submission proved to be the deciding factor in our decision. We have had encouragement and good co-operation--it has been a pleasure to work with a community that has been so supportive." The official opening included a special train tour around the yard as well as an open house at the car shop.

--CP Rail release

2. UNIT COAL TRAINS

One of the most revolutionary innovations in the movement of bulk materials came with the implementation of CP Rail's first unit coal train system in 1969. What is a unit train? Simply, it is a train made up of a single type of rail car, carrying only one commodity between specifically designed loading facilities at fixed points of origin and destination. Loading and unloading are continuous processes, performed automatically without uncoupling the cars. On its journey, the train makes few, if any, stops.

CP's initial investment included new diesel locomotives, specifically designed "bathtub" gondola cars (so named for their rounded bottoms), robot equipment, improved track, replacement of bridges and new servicing facilities to develop one of the most sophisticated unit train systems in the world. In 1969, CP moved under one million tonnes of coal over its main line through the mountains. Today, trains made up of 111 cars deliver approximately 15 million tonnes of export coal a year from the mines in the Kootenay region of south-eastern British Columbia to Canada's deepwater ocean port at Roberts Bank, 20 miles south of Vancouver. In 1986, this volume accounted for almost 18% of all CP tonnage across the country.

CP unit trains handle coal from the following five mines to offshore markets: Westar Mining, Sparwood, B.C. and Greenhills, B.C.; Fording Coal, Elkford, B.C.; Crows Nest Resources, Line Creek, B.C.; and Byron Creek Collieries, Corbin, B.C. Each train hauls approximately 10,300 tonnes of coal in high capacity gondola cars of 94 tonnes per car. Up to 18 trainsets work a continuous cycle, taking approximately 96 hours to complete the 1390 mile journey from mine to

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NEWSLETTER

SOME OF THE HIDDEN COSTS OF RAIL LINE ABANDONMENT

A speaker from the Metropolitan Toronto Roads and Traffic Department, addressing the Metropolitan Toronto Traffic Conference recently, bombarded his listeners with statistics summarizing how traffic on the area road system has increased in recent times. A study of goods movement has shown that 750,000 trips are made by trucks and vans within the M.T. boundaries every business day, and that between 12% and 14% of all trips are made by trucks, with these vehicles representing some 25% of the traffic on expressways. The volume of total traffic has doubled between 1966 and 1983, with an increase of 45% since 1975, on an annual basis.

While the speaker was trying to make other points in his use of these and other statistics, one member of his audience (your Editor) began to wonder how much of this growing load upon the area roads (and the concomitant cost to the taxpayer in both routine and major repairs and new advanced systems of traffic control) might ultimately be traced back to railway branch and secondary main line abandonments. (Once it's on a truck, why transship it to rail? - send it by truck the whole way). There are many other factors conspiring to increase road traffic, obviously; the percentage of truck movements representing shipments formerly handled by rail may not be great in the total picture. The point, however, is that in railway abandonment hearings, the railways and the Railway Transport Committee both appear to proceed unquestioningly upon the assumption that the capacity of the road system is infinite, or if it is not, it matters not what the cost might be of increasing its capacity to absorb ever burgeoning traffic. The railways wax eloquent on the costs of maintaining light traffic lines, but not a thought seems to be given to whether the costs of building and maintaining roads (and the costs of accidents, particularly those involving large trucks) should in the larger picture be measured against what might be saved by not operating branch lines. An attempt at accounting all costs and benefits should be a process inherent in every abandonment hearing, notwithstanding the difficulty of placing hard figures against the costs to the public sector. The railways can accept blame only up to a certain point--they have, after all, an axe to grind. Not so the Canadian Transport Commission; with the volume of abandonment applications before it these days, that Commission is overdue to commence an attempt at quantifying, even if in a very general way, the costs to society in general that flow from the process of paring down the rail system and loading the highways with traffic diverted from it.

2860 CALGARY TRIP CANCELLED--The planned Royal Hudson trip to Calgary during the Winter Olympics has been called off because of technical difficulties and high costs of winterizing equipment. (Presumably this means that the heating systems of the ex-CPR 2200 series coaches hauled behind the 2860 on its North Vancouver-Squamish runs are in need of major work; since these trips are run during the summer, heat would not be required in the cars and in that event the heating systems have not been maintained --Ed.). "The cost of winterizing about 15 coaches was far more than we had thought", Ron Treend, General Manager of the Royal Hudson Steam Train Society told the press. More than 500 people had placed their names on a waiting list for passage from Vancouver to Calgary. Treend said that he was surprised to learn that "the majority of people weren't going to the Olympics. They were railfans interested in the train ride." Had the Olympic trek come about, the train would have carried 500 to 700 passengers on a two-day trip in 20 cars, with an overnight stop in Revelstoke.

--Calgary HERALD via M.F. Jones

CALGARY TRANSIT

ALL-DAY TRANSIT PASS APPROVED--A new $3.50 adult pass enabling riders to roam the Calgary Transit System all day has been approved by the city's Finance and Budget Committee. The pass will be tested from Jan. 15 to April 15, 1988. Intended for visitors and occasional users, the day pass is good on C-Trains and buses only after 9 a.m. on weekdays. The cost of a children's pass will be $2.

--M.F. Jones

COVER: On a mid-1960s excursion, CNR Northern 6218 blows for a crossing between Orillia and Barrie, as it heads south under a grey wintry sky. --John D. Thompson

port and back to the mine. An additional trainset of 104 cars carries thermal coal from Byron Creek Colleries at Corbin, B.C. east to Thunder Bay Terminals at Thunder Bay, Ont. Travelling a round trip distance of almost 2583 miles, this train takes approximately 132 hours to complete a full cycle. Another unit train carries lignite coal from Luscar at Bienfait, Saskatchewan to Thunder Bay and Atikokan, Ontario. These trains are owned by Ontario Hydro and operated by CP Rail.

The diesel units used in the services are equipped with automatic speed controls which are employed during the loading operation at the mine sites. These devices are programmed to take into account the progressively increasing weight of a train being loaded, so as to provide the sensitive throttle positioning necessary to maintain a steady loading speed. Each car in the unit train system is fitted with rotary couplers to accommodate the specially designed unloading equipment used at Roberts Bank. As the train moves through the unloading station, each car is gripped at both ends by a huge circular dumper and turned upside down. As the gondola car is turned, the coupler becomes the hub of the giant wheel formed by the rotating dumper. In approximately five hours the entire train is unloaded. The empty train then promptly returns to the mine.

The Roberts Bank superport, operated by Westshore Terminals Ltd., has been expanded. A second loop track with a new tandem dumper was added to supplement the existing single car dumper. The tandem dumper handles two cars at a time and is capable of unloading a 111-car train in as little as two hours. A new stacker reclaimer was also installed and a second wharf and ship loading facility were constructed. The new wharf can handle ships of up to 250,000 DWT.

Train Design

The makeup of length of the train, and the distribution of diesel power, are the two most significant characteristics of unit train operation. Travelling snake like over some of Canada's most tortuous terrain, the 111-car trains heading west must add and subtract locomotives according to the severity of the mountain grades. A loaded train leaving the mine is powered by four 3,000 hp diesels--two at the front end and two remote controlled mid-train locomotives.

At Golden, B.C., where the coal train route joins CP's east-west main line, two more locomotives are added to the head end. Later, at Rogers, where the sharp ascent up the Beaver Valley to Stoney Creek begins, a distance of 10 miles, six more are added near the rear of the train to act as pushers. The train is now at peak power--12 diesels generating 36,000 hp. With a total weight of 12,700 tonnes, including almost 10,300 tonnes of coal, the train begins its climb through the steepest section of CP's main line to Vancouver. The mid-train locomotives are operated remotely through the use of specially built radio equipped units. These units have a transmitting device which relays computer controlled messages from the head end locomotives. In effect, the engineer at the head end can control all power located in the middle of the train through use of the radio controlled unit.

In the past, the steep, rugged terrain of the Selkirk Mountains necessitated a more stringent limit on the length of trains. With locomotive power concentrated at the front end, climbing grades created an overwhelming and sometimes damaging stress on the couplers between all cars in the train. The longer the train, the greater the pulling power between the cars. To overcome this, a team of CP Rail experts experimented with train makeup, shifting radio controlled diesels to different locations within the train after studying profiles of the track in the mountains of Alberta and British Columbia. They discovered a system in which some diesels would be positioned at a mid-point in the train so that they would be pushing cars ahead of them while pulling cars behind. The pulling power of the head end locomotives combines with the pushing power of the radio controlled units to produce an efficient balance of power and significantly reduce the stress on couplers and knuckles between the cars.

After the train has completed its climb and begins to descend, locomotives are dropped off at various locations along the route and repositioned to wait more westbound coal trains.

Looking Ahead

CP's unit train system is designed to provide low cost transportation and to ensure the long term economic development of Western Canada's rich coal resources. To ensure sufficient capacity for its current and continually growing shipping commitments, CP is in the midst of an extensive construction program to double track a total of 40 miles of steep mountain grade at four locations between Calgary and Vancouver. The five-year project, costing approximately $600 million, includes the nine-mile tunnel diversion near Rogers Pass which will reduce grades and bottlenecks, and increase capacity for all westbound rail traffic. In addition, the new coal car repair shop at Golden, B.C. minimizes maintenance related delays.

The high number of unit coal trains takes a very heavy toll on track and roadbed. As well, severe winters marked by unpredictable snowfalls and avalanches and the threat of spring flooding necessitates thorough, continuous inspection. To address these problems, CP has installed special chrome steel rail for its mountain curves, and has an ongoing program for the replacement of ties, ballast, bridges, culverts, and the laying of continuous welded rail.

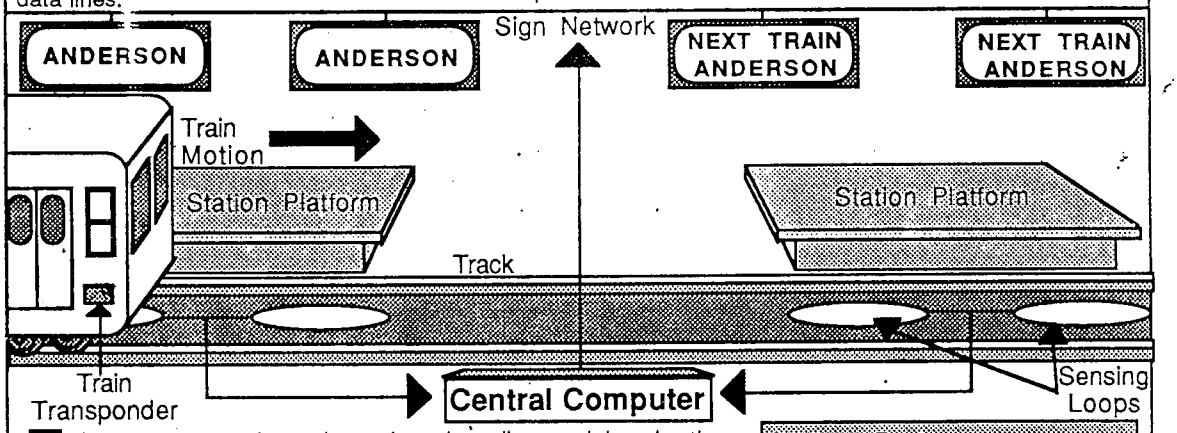
Unit train operation has proven significantly more efficient and cheaper than single car operation for large volume bulk shippers. The railway has achieved greater utilization of equipment, while offering the shipper reduced transit and turnaround times, and one of the world's cheapest transportation systems on a ton/mile basis.

In 1985, CP took delivery of 286 100-ton bathtub gondola cars to replace existing equipment under short term lease, and to meet future anticipated growth in the export coal market. With this additional equipment, CP has the capability of operating 18 unit trains equating to a total annual carrying capacity of over 15 million tonnes of export coal. Although coal is the only commodity moved in pure unit train consists, solid or one-commodity trains are operated regularly for grain, potash and sulphur. CP has also operated solid trains for fertilizer, woodchips and mandarin oranges. --CP Rail release

CALGARY LRT PASSENGER INFORMATION SYSTEM

1 Each train has a transponder which transmits a digital signal containing information used to determine the destination of the train. 32 sensing loops are located in the downtown corridor. When a train passes over a sensing loop, information received from the transponder is relayed to a central computer via one of 16 data lines.

3 The sign network consists of 24 "intelligent" digital signs connected to a single data line. When the cental computer sends messages over the sign network, it also sends the address of the sign that is to receive the message. Each sign has a unique address and will only respond to messages sent to it. A single data line is used to communicate with all 24 signs. All messages are downloaded to the signs once per day and later selected as trains arrive and depart from platforms.



2 The computer continuously monitors these lines and decodes the incoming data so that it can keep track of the locations of the trains and detect train arrivals and departures at platforms. It updates the sign network accordingly. The computer generates "next train" messages based on its knowledge of the trains' locations.

System Facts
Computer: IBM PC/AT, 512K Ram, 1.2m Floppy, No Hard Drive
Operating System: DOS 3.1
Software: 11,000 Line of "C"

Source: Kevin Campbell software programer for this system

Roger Watanabe, Calgary Herald

–from M. F. Jones

TROLLEY COACHES: ANOTHER REPORT

The question of the future of the Toronto trolley coach system has gone around the mulberry bush again. In spite of an apparently definitive decision in mid-1986 (NEWSLETTER 441, p. 6), to retain and modernize the trackless network, and a tender call for the supply of 112 new coaches (NEWSLETTER 451, p. 8), the whole matter was put on hold in the summer of 1987. In the meantime, electric transit supporters across the continent were exulting over the news that the trolley coach had received its third lease on life in Toronto. The reality, not suspected even locally for some time, was that the whole conversion question was being laid bare again.

The Commission requested a report on the operation of the whole t.c. system from Lansdowne Division only (removing the present north end routes from Eglinton Division). The report which ensued from this request, dated Nov. 5, 1987, is reproduced verbatim (minus appendices) hereunder, as it presents the essential reasons for the case currently made against the trolley coach, and because, in the course of overall t.c. history, this report may prove to have been one of vital significance.

"At its meeting on June 3, 1986, the Commission considered a report entitled "Future Operation of Trolley Coaches - Supplementary Report". This report dealt with the environmental issues associated with conversion of trolley bus routes to diesel bus operation and evaluated the Streetcars for Toronto proposal (a local pro-electric transit activist group) to centralize expanded trolley bus operations at Lansdowne Division. Following discussion of the subject report, the Commission directed staff to retain trolley buses in the vehicle fleet and to report further on the costs involved in centralizing an expanded trolley bus fleet (including the present Eglinton Division trolley bus routes) at one operating division.

After reviewing several trolley coach centralization options, staff remain convinced that retention of trolley buses is not in the best interests of the Commission, its patrons, or the residents of Metropolitan Toronto. The reasons for this opinion are presented in this report.

During the period 1970-72, the current trolley bus fleet was rebuilt using electrical components from old trolley buses (i.e., vintage late 1940s and early 1950s) in new Flyer body shells. After 17 to 19 years of service, these rebuilt trolley buses are now nearing the end of their

service life and must be replaced, with either new trolley buses or new diesel buses, by the end of this decade. A final decision on the type of replacement vehicle and the number of vehicles to be ordered is required by Dec. 15, 1987.

Staff have again reviewed the trolley bus replacement options available to the Commission, including two options to expand and centralize the trolley bus fleet at Lansdowne Division. One of these expansion options would involve the conversion of six diesel bus routes to trolley bus operation. This option was rejected due to the high capital and operating costs involved, reduced service reliability, and the visual intrusion which would result from the introduction of overhead wires into new residential areas.

The second expansion option would involve conversion of the 512 (St. Clair) streetcar service to trolley bus operation. Given that the current CLRVs are relatively new (i.e. will not require replacement until approximately 2010), this option was also rejected.

The three most viable options to replace the present trolley bus fleet and improve current operations are as follows:

1) Convert all trolley bus routes to diesel bus operation;
2) Centralize trolley bus operation by converting the three Eglinton Division trolley bus routes to diesel bus operation; and
3) Centralize trolley bus operation by transferring the three Eglinton Division trolley bus routes to Lansdowne Division.

These options were evaluated in terms of costs, service implications, environmental implications and any other factors relevant to the specific option. The results of the evaluation are summarized below.

Option 1 Convert All Trolley Bus Routes to Diesel Bus

Option 1 would involve a capital cost of approximately $5.5 million to remove existing trolley bus overhead but would reduce the cost of the replacement vehicles by approximately $16 million (all costs in 1986 dollars). Diesel buses cost approximately $120,000 per vehicle less than trolley buses and the lower maintenance spare ratio for the larger diesel bus fleet would mean that fewer vehicles would be required. The maintenance spare requirement for diesel buses is 7% of the fleet compared to 10% for trolley buses. Since trolley buses are more expensive than diesel buses to operate on a per mile basis, conversion of existing trolley bus routes to diesel bus operation would reduce annual operating costs by approximately $2 million.

When capital costs are included as well and discounted over 30 years at prevailing rates of interest and inflation, conversion to diesel bus would result in annualized cost savings of approximately $3 million, compared to the continued operation of trolley buses.

In estimating future trolley bus operating costs and comparable diesel bus costs, observed TTC costs have been adjusted to reflect differences in the characteristics of trolley bus and diesel bus routes, and to recognize that new trolley buses would be less expensive to operate than the current obsolete coaches. Specifically, diesel buses have been assessed fuel and maintenance cost penalties based on the slower operating speeds observed on trolley bus routes, and trolley bus costs have been reduced to eliminate the effects of special maintenance items which would not be required with new trolley buses.

The conversion of the nine current trolley bus routes to diesel bus operation would result in improved service reliability and schedule adherence for the approximately 120,000 daily passenger trips currently using trolley bus services. Since diesel buses are not constrained by overhead wires, they are more flexible than trolley buses in terms of their ability to divert around obstacles. Therefore, they are less vulnerable to traffic congestion and delays due to fires and accidents.

New replacement trolley buses with limited off-wire capability would be able to operate independently of trolley wires for short distances to bypass traffic accidents and similar obstructions, or to turn back using on-street or off-street bus loops not equipped with overhead. However, auxiliary operations are limited in terms of speed and range. Therefore, the new vehicles would still be more susceptible to delays than diesel buses. The greater routing flexibility offered by diesel buses allows increased utilization of the vehicle fleet. Buses can be used for special services and charters, while trolley buses are limited to routes and garages with overhead.

In terms of route design, the limited trolley bus overhead wire network results in unnecessary transfers between adjoining bus and trolley bus routes (e.g., Humber Blvd. (48) and Ossington (63 - Rogers Road Branch), Armour Heights (1) and Nortown West (61). In addition, implementation of requests for extensions to existing trolley bus routes, within the Service Standards Process, involves substantial capital costs which are difficult to justify for the regular six-month trial period. The higher operating costs for trolley buses also make extensions to trolley bus routes difficult to justify.

Replacement of trolley buses with diesel buses (Option 1) would result in some additional noise and air pollution in the vicinity of the affected routes. The increased noise would generally not be noticable because most trolley buses operate on arterial roads with already high ambient noise levels. Those route sections where noise would be noticable, such as on Oakwood Avenue north of Davenport Road, where Ossington trolley buses must climb a steep hill, are very similar to other diesel bus routes which operate with few complaints (e.g. the Dufferin (29) service).

The September 1985 report on Future Operation of Trolley Coaches stated that the conversion to diesel bus would result in increased noise and air pollution in the vicinity of the Wade Ave. storage yard, where some trolley buses are now stored. As noted in that report, such a conversion may require the modification or abandonment of Wade Yard, given the requirements of the Environmental Protection Act. The loss of the 40 vehicle spaces at Wade Yard would require the early opening of the Arrow Road Garage. Costs for Option 1 have been adjusted accordingly.

Ministry of the Environment staff have expressed concerns about the additional air pollution associated with on-street operation of diesel buses on Bay St., south of Queen St. The combin-

ation of relatively high service frequency and the street canyon effect created by the high office buildings in this area would tend to concentrate diesel emissions. In December, 1985, based on modelling studies carried out by MoE staff, the Ministry suggested that diesel bus emissions, combined with pollutants from other traffic, industry and heating systems, could result in nitrogen dioxide levels on Bay St. occasionally exceeding the Ontario desirable criterion for ambient air quality.

Recently, the Bay (6) service was changed as a result of the construction and future operation of the Harbourfront LRT. During the AM peak period, the service south of Dundas St. has been reduced from 36 vehicles per hour to 24. Ministry studies conform that this service reduction would reduce nitrogen dixoide emissions from Bay diesel buses to the point where Ontario air quality standards would be satisfied.

While diesel bus operation on current trolley bus routes would not result in pollution levels which would exceed Provincial criteria, the hydrocarbon compounds emitted by diesel vehicles are more odorous and perceptible to the public than are those from gasoline powered vehicles. Therefore, diesel bus operations could result in some initial complaints from the public, particularly on Bay south of Queen. The decision to keep trolley buses would avoid such complaints but would commit the TTC and its financial partners to a high cost, poorer quality service option for approximately 18 years. New, more stringent emission standards have been adopted by the Federal Government for heavy duty engines which will apply to diesel buses manufactured after 1988. Even tighter standards have been proposed for 1991. Therefore, the introduction of new diesel buses in the fleet will reduce environmental concerns related to operating diesel buses on current trolley bus routes.

Pending approval of the Municipal Transit Class Environmental Assessment Document, which has been under consideration by the Ministry of the Environment and the Ontario Urban Transit Association since mid-1982, the conversion of trolley bus routes to diesel might be subject to an Environmental Assessment. Under the Class Environmental Assessment Document, once it is approved, the conversion would not require an Environmental Assessment.

Several aspects of safety are of specific concern with trolley buses. Injuries have resulted from trolley bus Operators and maintenance staff retrieving and/or rewiring trolley poles. An exhibit (not reproduced) summarizes the number of industrial injuries unique to trolley buses recorded over the last several years, compared to injuries related to the comparable unique features of diesel buses. These data indicate that, relative to fleet size, the incidence of lost time accidents associated with trolley bus electrical systems is 57 times higher than the incidence of propulsion system related accidents associated with regular buses. An "overhead down" situation is potentially dangerous to passengers, employees and the public in the vicinity of the downed live wire. Damage to TTC and private vehicles has been caused by contact with downed trolley wire. Generally, diesel buses are safer than trolley buses, both to operate and maintain.

In order to measure general community acceptance of the two modes, respondents to the 1985 TTC Public Attitude Survey were asked to rate both modes. The response indicated that 21% more respondents "would not mind having regular buses running" in their neighbourhoods, compared to trolley buses. In addition, the majority of the TTC's surface route system uses diesel buses every day, with few mode related complaints from surrounding communities about on-street operations.

Option 2 Convert Eglinton Division Trolley Bus Routes to Diesel Bus

Option 2 would retain the six existing trolley bus routes that operate out of Lansdowne Division. The Mt. Pleasant (74), Nortown East (103) and Nortown West (61) trolley bus routes, which are currently based at Eglinton Division, would be converted to diesel. Eglinton would become a diesel only garage, while Lansdowne would keep its two-mode (diesel and trolley bus) operation. Considering capital and operating costs discounted over 30 years at prevailing rates of interest and inflation, Option2 would result in a net annualized cost saving of approximately $480,000 compared to current operations. This decrease in cost allows for annual operating cost savings which would result from centralization of trolley bus operations at one operating division.

Option 2 would result in improved service reliability and schedule adherence for the approximately 12,000 daily passenger trips currently using the three Eglinton Division routes which would be converted to diesel. Small increases in air and noise pollution would result from the introduction of diesel buses on the three Eglinton routes. In all cases, Ministry of the Environment air quality and noise level standards would be met. Option 2 would remove the overhead from the three Eglinton routes. The removal of overhead, which has been in place for some time and is accepted by the community, would offer a limited benefit in terms of reduced visual intrusion.

Option 3 Transfer Eglinton Division Trolley Bus Routes to Lansdowne Division

Option 3 would keep the six trolley bus routes that operate out of Lansdowne. The three Eglinton Division routes would be transferred here. To facilitate this transfer, new overhead would be installed on Eglinton Ave. West, between Eglinton West Station and Avenue Road. This overhead would exist only to permit non-revenue travel to and from Lansdowne and would not involve extensions to any existing trolley bus routes. Eglinton would become diesel only, while Lansdowne would be trolley bus only.

Considering capital and operating costs discounted over 30 years at current rates of interest and inflation, Option 3 would result in a net annualized cost increase of approximately $310,000 compared to current operations. This cost increase allows for annual operating cost savings which would result from centralization of trolley bus operations at one division.

Option 3 would not have an impact on in-service performance of the existing t.c. routes. Environmentally, overhead would be introduced on a new, 1.3 mile stretch of Eglinton West. Given the already busy streetscape and the fact that overhead wires have been in place on Eglinton West for many years, both to the east and west of the subject road section, the visual impact of the new wires would be minimal. (An interesting comment, when one remembers that the

old Village of Forest Hill fiercely opposed any notion of conversion of the Eglinton West bus route to t.c. operation in the early 1950s.--Ed.)

Justification

A review of the issues indicates that the additional costs (approximately $3 million annually), poorer service quality, and safety concerns associated with the continued operation of trolley buses are not justified by the environmental benefits. Diesel buses currently operate without complaints about air or noise pollution on routes which are comparable to the current trolley bus routes in terms of service frequency, land use and terrain. Therefore, staff recommend that the existing trolley buses be phased out of the vehicle fleet and replaced with diesel buses in 1989 and 1990".

While the report appendices are not reproduced, the following facts are extracted from them:
--Estimated new trolley bus unit cost: $302,400; diesel bus, $181,500.
--Number of new t.c.'s required for present nine-route operation: 127.
--Number of diesel buses required to convert the nine routes: 123.
--Number of new t.c.'s required under Option 2 (dieselization of north end routes): 109

MOTIVE POWER AND OPERATIONS

Conducted by Pat Scrimgeour

Contributors this month

Ken Andrews	Doug Page
Bruce Chapman	Gray Scrimgeour
Art Clowes	Pat Scrimgeour
Rick Eastman	Gordon Shaw
Mike Lindsay	Gord Webster
Chris Martin	Ted Wright

Big news of the month

In case you miss the note in the VIA section, VIA plans to retire all of its FPA4s and FPB4s by next summer.

New locomotive orders

General Motors in London is closed now, for a major rebuilding of the production line, before new orders are begun. London will be performing the final assembly of many American orders, with the components supplied by Electro-Motive at La Grange. Now on order:

- 20 GP60s for Southern Pacific, to be built starting in January;
- An export order for Bangladesh;
- 20 GP60s for Santa Fe;
- 30 SD40-3s for CP Rail;
- 16 F59PHs for GO Transit, to be finished in September.

And, there's a rumour that STCUM has ordered two or three F59PHs, to be built at the end of the GO order. In the U.S., EMD has orders only for nine F40PHs and two F69PHs (like the GO F59s, but with AC transmission) for Amtrak, and two F40s for Caltrans.

The SD40-3 (or SD40F) will be a upgrading of the standard SD40-2, in a full cowl, with a "Draper Taper." The cab is similar to that of the CN 5400-series SD50, with some differences: no side doors on the cab, only three windows across the front, and the marker lights and number boards on the nose instead of above the windows. Inside the cab, there will be seating for a full crew in high back, adjustable seats with armrests. New to CP are a full sized washroom, window defrosters, a refrigerator and hot plate, and the desk style engineer's console.
(Chris Martin, CP Rail News, Rick Eastman, PS)

VIA Rail Canada

November 29th schedule changes

•Halifax-Moncton-Saint John -- A new train, 619, runs Saturdays from Halifax to Moncton, to connect with the daily schedule for 615 to Saint John. Train 614 (616 on Sundays) is a new daily afternoon train from Saint John to Halifax; previously, it ran only Fridays and Sundays. The morning Moncton-Truro service has been discontinued.

•Eastern transcontinental -- Overall, train 11 is 20 minutes faster, 12 is 15 minutes faster, 14 is 15 minutes slower, and 15 is 5 minutes faster. The "Ocean" has no stop listed at Charny, and has had many other minor schedule adjustments, resulting from changes to its passing points with other trains.

•Mont-Joli-Québec -- Train 631 runs 15 minutes earlier, and is 33 minutes slower overall. Most of this extra time is taken up by a connection with a Montréal train at Charny. The schedule allows an hour and a half to travel from Lévis to Gare du Palais. Similarly, 632 is 10 minutes earlier and 15 minutes slower; its schedule allows 1:09 between Palais and Lévis.

•Québec-Montréal (via Drummondville) -- A new mid-day train has been added, operating with conventional equipment. Number 600 leaves Montréal at 10:00 and arrives at Gare du Palais at 13:30; the equipment then leaves Québec as 623 at 14:50 and arrives in Montréal at 18:20. An extra eastbound, 620, has been added on Friday evenings. The Sunday morning Budd car train to move the cars to Québec for 631/632 now runs on Saturday evenings instead.

•Québec-Montréal (via Trois-Rivières) -- Service has been cut to one train between Trois-Rivières and Montréal: number 159 westbound in the morning, and number 164 eastbound in the evening. Buses 563/564 continue to run between Trois-Rivières and Québec.

•Montréal-Toronto -- Trains 60/40 now stop at Oshawa; 64 no longer stops at Oshawa, Cobourg, or Belleville. There have been other minor schedule changes, but 66 and 67 remain the fastest trains, at 4 hours, 30 minutes (120 km/h average speed).

•Ottawa-Toronto -- The "Lakeshore", 43/44, has been redesignated as a Rapido train. The schedule of number 40 has been extended by another 10 minutes, to 4:25. The fastest trains are still 45/46, taking 4 hours (112 km/h average speed).

•Southwestern Ontario (via Dundas) -- The schedule of 171 on Sundays has been recombined with the daily 71, which now makes stops on signal at 5 places, Sundays only. Train 662/665, the commuter

train between London and Toronto, is now classed as a Rapido, the "Forest City." There have been a few other minor changes, including number 78, now running 15 minutes later.

▪Southwestern Ontario (via Guelph) -- Train 87 now leaves Toronto at 18:10, instead of 19:15. Passengers can now travel through Toronto on 80/44 and 43/87, without leaving the train. The stopover time is 35 minutes eastbound, and 30 minutes westbound.

▪Toronto-North Bay -- Trains 121, 122, 123, and 124 are running 20 to 30 minutes faster between North Bay and Toronto. But 121 and 122 are now scheduled to make a one-hour stop at North Bay, increased from only 10 minutes. Why?

▪Victoria-Courtenay -- Reserved seating is now required on 198/199, the "Malahat."
(Pat Scrimgeour)

Motive power

In spite of their electrical problems, VIA expects to continue using its LRC engines into the 1990s. At any one time, 70 to 80 percent of the 30 LRCs are in operating condition. The F40PH-2s are giving 85 to 90 percent availability. VIA hopes to order another 20 to 30 locomotives, probably F40s. That order will allow VIA to retire most of its old diesels except those being rebuilt for service to Churchill and Capreol. (La Presse, Hamilton Spectator)

VIA hopes to have all of the MLW FPA4s and FPB4s tied-up by the summer of 1988. ▪ New switchers 202 and 204 were seen passing through London on eastbound CN freight 392 on November 6th. ▪ RDC-1 6134 is moving from Victoria to Toronto. (Bruce Chapman, FCRS "Tempo Jr.")

Equipment

Nine of the 10 LRC coaches that were leased to Amtrak from 1980 to 1982 will go from storage at Ville St-Pierre to the Bombardier plant at La Pocatière to be refurbished for Toronto-Chicago service, alternating with Amtrak equipment. The tilting mechanisms are being removed from the cars. At present, one set of Amtrak equipment is leased by VIA as their contribution to the jointly-operated service. On Sundays, up to four Tempo coaches are added between Toronto and Sarnia; they will be retired when the LRC cars are ready. (Bruce Chapman, "Railpace")

Tempo cars

Four Tempo cars remain in use on the International on Sundays: café-coaches 352 and 354, and coaches 370 and 372. They will be used until the LRC cars are ready. These four are based at Mimico (TMC); the other 21 were stored at Les Cèdres (Cedars), Québec, until they were sold.

Three Tempo coaches were sold to QIT-Fer et Titane (Québec Iron and Titanium) for use on VIP trains on the Rivière Romaine Railway. Rivière Romaine, running north from Havre St-Pierre, on the north shore of the Gulf of St. Lawrence, is probably Canada's most remote and most obscure railway.

Seventeen cars were sold to be used on the Denver and Rio Grande Western ski train: club cars 321, 322, 323; café-lounges 340 to 344; snack bar-coaches 350, 351, 353, 355; and coaches 362, 366, 371, 373, 375. Thirteen of these cars (all except 322, 323, 353, and 375) were seen going through Burlington West and London on train 393 on November 15th. Rio Grande has an option on four more, the four still in service. (The old cars from the ski train have been sent to the Napa Valley, in California, where they will be hauled behind the four ex-VIA FPA4s.)

So, 4 + 3 + 17 = 24. There were 25 cars built for CN by Hawker-Siddeley in 1968, so the disposition of one car is still to be determined.
(FCRS "Tempo Jr.", "Railpace", Bruce Acheson, Chris Martin, "CTC Board", Bruce Chapman, PS)

D&RGW Budd dome car "Silver Shop" and dome-observation "Silver Sky" have been sent to VIA, in partial trade for the Tempo cars. ▪ Retired RDC-4 6401 and 10-6 sleeper "Grand Codroy River" (the subject of some local railfan jokes) were stored at Les Cèdres, Québec, on August 15th. Also stored were the six RDC-9s, 6001-6006. ▪ The first twenty feet of retired LRC 6906 are at Ville St-Pierre. (Bruce Chapman)

VIA is contracting the installation of new safety equipment on its locomotives and cars (probably event recorders and removable windows) to UTDC, to be completed by next May. UTDC has leased a building at Napanee, and has announced that it will hire 25 non-union workers for the work, at more than $4.00 an hour over the wage at the main plants in Millhaven. The present workers are, needless to say, upset by the discrepancy. (Brockville Recorder and Times)

As part of VIA's rebuilding project, 17 baggage cars will be refitted to include self-service take-out counters. Galleys and fittings will take up 10 metres of each car, with the rest used for baggage. The baggage/snack cars will be used on Toronto section of the "Canadian", the "Super Continental", and the "Skeena." Fourteen will be remaining 600-series ex-CP stainless steel cars, and VIA is shopping for three more. (John Cowan in BRS "Branchline", "Railpace")

Operations

The Havelock train now carries between 80 and 120 passengers a day. When it was restored in 1985, a target of 100 was set for the service to be maintained; that target has since been lowered. ▪ For a 90-day trial period from December 1st, U.S. customs officers are not going to wake passengers travelling through Maine on the "Atlantic." ▪ The Trois-Rivières station opened as an intermodal terminal on September 14th. ▪ On October 9th, for the long weekend, train 46, usually a four-car LRC, had FP9 6542, F9B 6630, and seven conventional cars. ▪ The bus replacement of trains 40 and 41 should end on December 18th. ("Transit News Canada", Montréal Gazette, Mike Lindsay, BRS "Branchline", PS)

Voyageur Inc. has obtained an injunction preventing VIA from using charter buses between Montréal and Québec, unless they belong to a carrier licensed over that route (i.e., Voyageur). VIA had been using buses to provide a mid-day service since the washout in April on the CP north shore line. (Montréal Gazette)

VIA staff has asked the corporation's board of directors for approval to renovate the Hamilton CNR station. About $500 000 is needed for repairs to the roof, and new platforms, lighting, paint, and signs will follow. VIA will continue to use the station if GO Transit moves to the TH&B station, as appears likely, and will try to attract other firms to use the upstairs office space. VIA had considered moving its Ontario

regional offices to the Hamilton station, and both VIA and CN loaned some unused office space to the UCRS Hamilton Chapter for many years. (CHCH News, CBC Radio, Pat Scrimgeour).

Canadian Pacific

Motive Power News

Leased power, at October 31st
(Showing CP computer number for each)

St-Luc (19)

B&O	3700-2675	B&O	3712-2656	B&O	3720-2660
B&O	3702-2650	B&O	3713-2657	B&O	3721-2686
B&O	3704-2677	B&O	3714-2658	B&O	3722-2661
B&O	3705-2679	B&O	3715-2659	B&O	3723-2662
B&O	3706-2652	B&O	3716-2682	B&O	3724-2663
B&O	3707-2653	B&O	3717-2685	B&O	3725-2664
B&O	3711-2655				

Toronto (21)

B&O	3727-2666	B&O	3735-2671	GATX	5073-2723
B&O	3728-2667	B&O	3736-2687	GATX	5075-2725
B&O	3729-2688	B&O	3737-2672	ACR	183-2400
B&O	3730-2691	B&O	3738-2673	ACR	185-2403
B&O	3732-2669	B&O	3739-2674	ACR	186-2404
B&O	3733-2670	GATX	5070-2720	ACR	187-2405
B&O	3734-2678	GATX	5072-2722	ACR	188-2402

Winnipeg (18)

GATX	5076-2726	QNS&L	200-2310	CM&W	3519-2325
GATX	5077-2727	QNS&L	201-2311	CM&W	3520-2326
GATX	5081-2731	QNS&L	202-2312	CM&W	3521-2321
GATX	5083-2733	QNS&L	203-2313	CM&W	3522-2322
GATX	5086-2736	QNS&L	220-2314	CM&W	3524-2323
GATX	5088-2738	CM&W	3517-2320	CM&W	3525-2324

Coquitlam (3)

BCR	750-2804	BCR	757-2800	BCR	747-2803

(Bruce Chapman)

Leased power... The QNS&Ls arrived by ship in Montréal on October 19th, and were at St-Luc on October 22nd. ▪ CM&W 3517, 3521, 3522, and 3525 arrived at Toronto on October 27th; at that time, 3519, 3520, and 3524 were still in service on the SP. The one painted in CM&W colours, 3525, had an engine in very bad shape, and was sent back. ▪ CP had considered leasing also B&LE SD9s 825, 827, 829, 831, and 832, but decided not to.

Rebuilds at Angus...

GP9	1645	ex 8801	out 87-05-13
RS18	1835	ex 8780	out 87-10-09
RS18	1836	ex 8796	out 87-10-21
RS18	1837	ex 8785	out 87-10-30
GP9	8205	due out in 1988 will go to TH&B/Caso	

Into Angus for rebuilding...

GP7	77	to be	GP9 1687	in shops	87-09-28
GP9	401	to be	1688	in shops	87-09-29
GP9	8835	to be	8205	in shops	87-09-18
(fire on Victoria sub 87-09-06)					
GP7	73	to be	GP9 1683	arrived	87-10-14
GP7	75	to be	GP9 1685	arrived	87-10-16
GP9	403	to be	1690	arrived	87-10-26
GP9	402	to be	1689	in shops	87-10-1?

In the shops...
PTC done at Odgen: 5997 (in April), 6016, 6003.
At Odgen for PTC: 6010.

Motive power transfers...
SD40-2s 6003 and 6016 Alyth to Winnipeg
SD40-2s 5681 and 5682 Winnipeg to Alyth, 87-10-07

Motive power notes... CP has decided that 4711 will be the first MLW to be repowered with a Caterpillar engine. It is now stored at Angus being made ready for movement to Peaker Services in Brighton, Michigan, where the work will take place. ▪ The rebuilt TH&B GP7s will have 567C prime movers from retired VIA engines installed, with new wiring. CP is classifying them as 1750-horsepower GP9s. The remaining 45 unmodified CP GP9s will be rebuilt as road switchers in the 8200 series. ▪ The TH&B switchers are disappearing fast. Three are stored unserviceable at Toronto yard: 54 (on September 3rd), 56 (on September 5th), and 53 (on October 7th). And, 58 is out of service at Hamilton. (Bruce Chapman, BRS "Branchline")

An explanation?... "With recent changes within the Canadian Pacific transportation group, the effectiveness of the multimark has lessened." (CP Rail News)

Tracks, Trackwork, Stations

TH&B Waterford subdivision
In September, the city of Brantford decided how to deal with the landslide on Colborne Street in Cainsville, which closed the TH&B line between Hamilton and Brantford. A cut-and-fill approach spread over 7 years will involve trimming the upper part of the slide area, destroying in the process 30 properties. This soil would then be moved to the bottom of the slope to build up the flat land along the Grand River channel and reinstalling the TH&B line. All of this depends on the GRCA, Brantford, and the Ontario government getting it all together. The cost will be $14.9-million, $600 000 of which would be the rail line replacement cost. (FCRS "Tempo Jr.")

Local notes: The "group 6" tracks in the hump bowl of Toronto yard, missing since the yard was built, will now be installed. Tracks are also being added to "B" yard on the north side. ▪ Application has been made for abandonment of the King Street lead, which originally served the upper level express sheds. ▪ Authority was granted on November 27th to abandon the remaining portion of the Bobcaygeon subdivision, from Dranoel to Lindsay. ▪ Jim Brown is buying the Alliston station. ▪ The station lands at Tottenham are being bought for development as public storage sheds. ▪ On December 1st, the CTC signals at Staines on the Belleville sub went out: examination showed that 16 pole-lengths of copper signal wire was missing. CP Police soon caught four men with a white van cutting more wire. (Gord Webster)

CP has received permission to extend the lead at the west end of Lambton yard to Humber, mile 7.3, to extend the third track (track number one) from Kipling to the crossover just east of Dixie, to construct a third track between the crossovers near Cooksville and Erindale, and to build two additional storage tracks at Guelph Jct. This work is preparatory for the expansion of GO service to five trains a day on the Milton line. (BRS "Branchline", Pat Scrimgeour)

Track abandonments
Application has been made to abandon the Hamilton and Dundas branch of the TH&B. In 1984, the 4.3-km line handled four carloads, in 1985, two, and in 1986, none. ▪ CP has applied to abandon three branch lines in Saskatchewan: the 91-kilometre Altawan sub from Notokeu, Sask. to Manyberries, Alta., the 28-km Kisbey sub from Griffin to Weyburn, and 46 km of the Newdorf sub from Esterhazy to Rocanville. (Bruce Chapman)

Stations
The West Lincoln Historical Society met with CP on November 13th to discuss buying the TH&B Smithville station. CP announced in October that it plans to demolish the 75-year-old building.

The historical society and town councillors want the station to be preserved and moved, but kept close to its original location as a landmark. (Hamilton Spectator) ▪ Local historical societies are preserving stations in Québec with financial assistance from the provincial Ministry of Cultural Affairs. CP wants to dispose of stations at St-Martin in Laval, Ste-Thérèse, St-Jérome, Prévost, Mont-Rolland, Ste-Agathe, Lac Carré, Mont-Tremblant, Labelle, and Mont-Laurier. (Montréal Gazette)

Toronto yard derailment

A mishap at 5:55 in the morning of November 27th at Toronto yard held up traffic in Toronto for most of the day. The hump engines were pulling back a train; the west end of the train was empty auto-racks, and the east end was loaded auto-racks. Since only the engine brakes were used, as the movement stopped, the momentum of the loaded cars carried on and derailed two trucks of two adjacent empty cars at a crossover. The train resumed its move west, and the trucks jumped back on the tracks, but were riding one track to the north. The train moved west like this for another 300 metres, to the Sheppard Avenue overpass, then made a reverse move to the east. The crew noticed some resistance, so got out, and found the empty cars jack-knifed across the tracks. Apparently, the force of the engines pushed a track two tracks to the north, and wrapped rails around a derailed car. The Havelock sub, both hump leads, and the Belleville sub were closed by the accident. The first train through was around 11:00, and repair work continued into the next day. ▪ About noon on the same day, train 406 had a minor derailment at Sheppard Avenue, on the MacTier subdivision. (Gord Webster)

CP Rail Operations

Port Coquitlam commuter train

The federal and provincial governments have announced funding for the long-planned Port Coquitlam-Vancouver commuter train. Stations will be in Port Coquitlam, Coquitlam, Port Moody, Burnaby, and Vancouver. Two trains will run in in the morning, and two out in the afternoon. A one-way trip will take no more than 18 minutes. The service could be operating by June, 1988. The province will pay $16-million for track and signal improvements. Equipment for the train, former GO Transit single-level cars and GP9s from QNS&L has been stored in North Bay since 1982. (Vancouver Sun, PCD/CRHA "Sandhouse")

North Shore freights

As of October 27th, the terminal for trains 920-919 is Trois-Rivières: 920 leaves Trois-Rivières at 23:55 Sundays, Tuesdays, and Thursdays via the St-Maurice Valley sub to Shawinigan, then by CN to Allenby and CP to Québec; 919 leaves Québec Mondays, Wednesdays, and Fridays at 18:00 (or after a connection with piggybacks or traffic from the CN) and proceeds to Trois-Rivières. Train 94 now handles traffic between Montréal and Trois-Rivières. The last detour via the St-Gabriel sub was 919 on October 26th, through from Québec to St-Luc. (Bruce Chapman)

La Pérade -- the continuing story

A public hearing was held by the RTC on November 24th in Trois-Rivières regarding the bridge at Ste-Anne-de-la-Pérade. CP has started a two-year study to determine whether the bridge should be rebuilt. VIA and local groups have asked that the bridge be replaced immediately. Marc Ferland, PC MP for Portneuf called CP's attitude irresponsible and wondered how, after taking its profits, CP could refuse to help with regional development. CP's position may have been taken primarily to force the federal government to pay the $7-million cost of a new bridge. (CN Daily Report, Le Journal de Montréal)

Esquimalt and Nanaimo

All crews on the E&N are now based at Wellcox yard in Nanaimo (5 engineers and 15 trainmen) except for the VIA crew on 198/199 (1 engineer, 1 conductor, and 1 trainman in the summer). A turn runs from Nanaimo to Victoria three days a week, where it stays overnight, switches locally in the morning, and then returns to Nanaimo. Trains from Nanaimo are run twice a week to Courtenay, and three times a week to Port Alberni. ("CTC Board")

Some unusual trains, recently

On October 7th, CP trains 85 and 86, Montréal to Ottawa and return, were powered by TH&B GP7s 73 and 75. ▪ SW1200RS 8109 was used on commuter trains one day to replace an ailing STCUM FP7 1302. ▪ Conrail SW9 9137 was at St-Luc on October 8th. ▪ Soo 6402, a former Kansas City Southern unit, was seen westbound through Leaside on train 501, on November 29th.

CP is amalgamating the Kootenay and Revelstoke divisions, with headquarters at Revelstoke. ▪ The dispatching offices at Moose Jaw and Saskatoon were to be moved to Winnipeg on November 15th and December 6th, respectively. ▪ The Alberta North division, based at Edmonton, has been combined with the Calgary division. ▪ A new lumber "reload" facility at Campbell Creek, 16 km east of Kamloops, will allow traffic to be diverted to trucks from the Princeton and Okanagan subdivisions. (Bruce Chapman, "CTC Board")

CP Rail is considering the use of double stack container trains through the new Macdonald Tunnel at Rogers Pass (Connaught Tunnel is about two feet too short). Smaller tunnels would need to be enlarged, and container trains would need to be run in both directions through the tunnel, which is located on the new westbound main line. (CP News Summary)

CP is continuing to plan for its new generation coal trains, each of which will be made up of four semi-permanently coupled units of an engine and 30 cars. Is this where the SD40-3s will be going first? (Vancouver Province)

Canadian National

The Dundas station caught fire again on the night of November 20th. The fire, apparently set by vandals, caused about $1000 worth of damage to the roof, but will not prevent the station from being taken down and reassembled at its new location. (Mike Lindsay, Hamilton Spectator)

A study has shown that 40 to 45 percent of the 12 000 people who now ride the Deux-Montagnes commuter trains to Montréal would switch to cars if the trains were to be removed. The provincial government is considering either abandoning the service, improving it, or turning it into a Métro line. A decision is expected early in 1988. (Montréal Gazette)

TerraTransport has applied to discontinue the passenger service provided by mixed trains 203 and 204 between Bishops Falls and Corner Brook, the last passenger trains in Newfoundland. (Bruce Chapman)

Tracks across the country...

Hamilton -- CN has applied, under the Railway

Relocation and Crossing Act, for funding to "relocate" the Hagersville subdivision through Hamilton by removing it completely, and transferring all traffic to the Dunnville sub between Brantford and Caledonia. The proposal would remove the street trackage on Ferguson Avenue, which both the railway and the city have been trying to get rid of for the last thirty years. The interchange with the TH&B would be moved either to Hamilton Jct. or to the Stuart Street yard. Construction began some years ago on a connection between the Dunnville and the Dundas in the east part of Brantford, along the right-of-way of a never-built Brantford bypass line, but has been on hold until traffic levels increase. Construction of the connection would allow for the abandonment of the Dunnville sub in downtown Brantford, and would remove the need for the awkward reverse move that Nanticoke trains now make in the Brantford yard. The "relocation" (as legally distinct from an abandonment) would eliminate 12 grade crossings, 6 grade separations, and the need for a new grade separation at the Red Hill Creek Expressway. (Pat Scrimgeour)

New Westminster -- A tug towing a barge on the Fraser River damaged the CN bridge at New Westminster on November 28th. Repairs to the Crown owned bridge may take several weeks. Until then, CN and B.C. Hydro freight trains can be diverted on the CP between Mission and Sapperton, and Burlington Northern trains can be diverted over the CN east to Matsqui, and west on the CP from Mission to Sapperton. (CN Daily Report, Pat Scrimgeour)

New Brunswick -- CN has received permission to abandon the Bartibog subdivision, 37 km long, just south of Bathurst, New Brunswick. The line was built in 1956 to serve the Noranda zinc mines at Heath Steele, which closed in 1983. ▪ CN plans to abandon almost 500 km of track in New Brunswick in the next two years: the 170-km St. Quentin subdivision between St. Leonard (I.N.R. Jct.) and Campbellton (Tide Head); the Caraquet subdivision (and the 12-km Shippigan spur), 116 km from Bathurst (Gloucester Jct.) to Tracadie, on the Atlantic shore; the 19-km Havelock subdivision, running north from Petitcodiac; and the 31 km of the Tormentine subdivision, north from Sackville to the P.E.I. ferry terminal. The St. Quentin sub is the old International Railway of New Brunswick (built as the Restigouche and Western, and originally the Restigouche and Victoria). The IN.R. was built between 1900 and 1911, and for most of its life carried potatoes and lumber from the BAR connection at St. Leonard for overseas shipment at Campbellton. (Bruce Chapman, Art Clowes)

P.E.I. -- The P.E.I. Department of Transportation and Public Works is studying the ongoing abandonment of railway lines on the Island. CN expects to have abandoned all of the tracks on P.E.I. in the next two or three years. Approval has already been granted for abandonment of everything east of Charlottetown. The province is negotiating to buy the rights-of-way of the abandoned lines in Kings County, about 230 hectares of land between Murray Harbour and Elmira. (Charlottetown Guardian-Patriot)

B.C. -- Following increases in traffic, CN may resume its programme of double tracking the main line to Vancouver. The $1.1 billion project has been on hold for four years, with only one third of the work completed. (Journal of Commerce) ▪ The rate of derailments on the line west of Jasper has reduced by 80 percent since CN began stabilising rock faces in 1971. (Railway Age)

And... CN has applied for the abandonment of a portion of the Valleyfield subdivision in Québec. ▪ The RTC has ordered CN to continue operation of the Central Butte sub in Saskatchewan, between Moose Jaw Jct. and Nawer, 73 km. Permission was given in 1983 for the line to be removed if a connection were built to the CP Outlook subdivision; that hasn't happened. ▪ On November 12th, a new connection from Watrous to Amazon, Saskatchewan opened. CN will now serve Amazon, allowing CP to abandon part of the Colonsay subdivision. ▪ The B.C. highways minister has asked the CTC to reject the application by CN to abandon the lines on Vancouver Island and the barge connection to the mainland. (Bruce Chapman, Watrous Monitor, Nanaimo Daily Free Press)

Safety and accidents

Nova Scotia

The CTC is investigating the reasons behind the recurring derailments on the CN main line in the Wentworth Valley of Nova Scotia. So far, in 1987, there have been four accidents in the area. The Brotherhood of Maintenance of Way Employees says that the accidents are the result of cutbacks in maintenance. The provincial transportation minister would like to stop CN from carrying any dangerous commodities until the tracks are shown to be safe. The most recent derailment was October 26th at Wentworth, when five ballast cars jumped the tracks, but remained upright. A CTC investigation of the March 9th derailment at Thomson, 22 km west, showed that CN had not repaired track that had been identified several times as defective. Rumour in Toronto has it that the track defects can be traced to apparent incompetence by certain specific employees responsible for maintenance of way on that part of the Springhill subdivision.

A rockslide in early September on the Alberta Resources Railway caused extensive damage to SD40-2 5306 and SD40 5116, and lesser damage to SD40 5126. ▪ A tank car carrying propane derailed in the yard at Emerson, Manitoba, on October 20th. Half of the the town was evacuated overnight as a precaution. The derailment was caused by an improperly-lined switch. ▪ Railway officials and police were looking for a person who placed a stack of wooden ties across the tracks near Bishop's Falls, Newfoundland on October 2nd. The lead locomotive of a 37-car TerraTransport freight pushed the ties aside without any damage. (Bruce Chapman, CN Daily Report)

Safety to be improved in Windsor

Windsor CN and CP workers' complaints to the RTC have identified two major safety problems: poorly-maintained cars arriving from U.S. railways, and hazards in the Windsor-Detroit tunnel. Through September, warnings from the workers were dismissed as alarmist by officials of the two railways, until the RTC decided to investigate.

By mid-November, CN had outlined its responses to problems that it previously would not admit existed. A new fan will be installed at the Windsor end of the tunnel, to replace old fans which have been shut down for four years. Diesel fumes have been measured in the tunnel at up to seven times the levels that are considered safe. Emergency access doors between the two tubes in the tunnel were rusted shut, and will now be repaired. Operating instructions for trains travelling through the tunnel have been revised,

to reduce the number of derailments.

Cars arriving from the U.S are inspected either in Detroit or Chicago, and many were not inspected again until Toronto or Montréal. CN and CP will now check the quality of the American inspections, and the RTC will seek permission from the U.S. Federal Railroad Administration (FRA) for its staff to monitor inspections in the U.S. of cars bound for Canada. An American private research group, Citizen action, has strongly criticised the FRA and American railways for lax safety standards and poor enforcement.

The condition of much of the former Conrail track in Canada is dangerously poor, with rotted ties and muddy ballast. CN's upgrading of these tracks to acceptable standards continues. (Windsor Star, PS)

British Columbia Railway

A southbound 87-car train derailed on the Cheakamus River bridge, north of Squamish, on October 30. Twenty-two cars carrying sulphur derailed, damaging the decking of the bridge, and spilling about 200 tonnes of sulphur into the river. The line was reopened on November 5th. Most of the sulphur stayed on the bank of the river or settled to the bottom. A more harmful chemical would have seriously endangered the salmon and steelhead in the river. (CN Daily Report)

Locotrol equipment from the RCC cars is being installed in the ex-Kennecott Copper SD40-2s. So far, RCL737 and RCL739 have been repainted. The M420Bs, RCL681 to RCL688, are also used as mid-train robots. ("CTC Board") ▪ RCC-1, a former SP&S FB1, has been retired. RCC-10 has since been renumbered as RCC-1. (Bruce Chapman)

BCR trackwork upcoming: ▪$24.1M for 115-lb CWR on the Lillooet sub, from Kelly Lake to Exeter, 108 kilometres; ▪$7.2M for ballast, ties, and rail replacement from 85 to 100-lb at places on the Fort Nelson sub; ▪$7.1M for 110 km of ties and ballast on the Fort St. John sub; ▪$5.4M for 27 km of 115-lb CWR, replacing 100-lb jointed rail, on the Prince George sub; ▪$1.2M for a bridge and retaining wall at Mile 307, on the Lillooet sub, 8 km south of Williams Lake. ("CTC Board")

Try to figure this one out: BC Rail Ltd. is a subsidiary of British Columbia Railway Co., a provincial crown corporation, but is also related to BCR Properties Ltd.

Passenger trains

Next summer, BCR will introduce daily passenger service between North Vancouver and Prince George. Daily service has been provided to Lillooet, and three times a week beyond there to Prince George. (Transportation Business) ▪ Budd cars BC10-BC12 are being refurbished, with new seats, new food preparation areas, a public address system, and auxiliary power generators. BC30, BC31, and BC33 were previously rebuilt much more extensively. BC20-BC22 will receive the seats from BC10-BC12. ("CTC Board")

The West Coast Railway Association chartered a three-car train for 205 passengers, consisting of Budd cars BC31, BC11, and BC22, for a seven-day excursion over the entire BCR. The trip travelled on September 13th from North Vancouver to Prince George; on the 14th to Odell, Fort St. James, Odell, Kennedy, Mackenzie, Kennedy, and Chetwynd; on the 15th to the NAR station at Dawson Creek, back to Chetwynd, and on to Fort St. John; on the 16th to Fort Nelson, the north end of the railway; on the 17th, south to Chetwynd; on the 18th, to Wakely and east to Quintette, then back to Wakely and to Prince George; and on the 19th to North Vancouver. The trip covered all of the operated main track of the BCR (and thus excluded the Dease Lake line, 381 km from Fort St. James to Chipmunk), 3928 kilometres in all. ("CTC Board")

The Pacific Locomotive Association organised a two-day trip behind ex-CPR 2860, leaving North Vancouver on October 2nd, stopping overnight at Williams Lake, and returning south the next day. The Royal Hudson, assisted by a BCR diesel, hauled an eight-car train plus two auxiliary tank cars. (CTC Board, BRS "Branchline")

GO Transit

GO Expansion

Progress report on the GO subdivision: Track construction is being carried out by Pacific Northern Rail Contractors. Most ties and rails are down; concrete ties are used along the line, with wooden ties at crossovers. The centre platform at Ajax (Westney Road) station is complete, with footings in place for lamps. Only the foundations for the platforms are in at Whitby and Pickering. Signals were installed late in November, and all of the electrical cabinets are in place. There is no physical connection with any other track, so the three CP rail hopper cars must have been trucked in or hoisted over from the CN.

The study of the extension from Whitby to Oshawa has recommended a route following the CN Kingston subdivision from Brock Street to Thornton Road, then curving north, crossing the CP General Motors lead, and meeting the CP Belleville subdivision at Stevenson Road. From there to Courtice Road, the line would join an expanded Belleville subdivision, for combined GO and CP operation through Oshawa. Public information meetings were held in late November in Whitby, Oshawa, and Bowmanville. If the preferred alternative is adopted by the province, the proposal will go through an Environmental Assessment.

On the west, the identified alternatives have been analysed and the preferred alternative is likely to be the CP route from Hamilton Jct. to the TH&B Hunter Street station. A sketch map shows possible station locations on the east side of Waterdown Road, at Kay Drage Park, and between King and Main Streets, and possible locations of a storage yard at Kinnear, Chatham Street, Stuart Street (on the CN route), and at Aldershot. (Pat Scrimgeour, Gord Webster, Mike Lindsay)

Other Railways

CSX Transportation

CSX Transportation Company has made application to the Railway Transport Committee to operate Subdivision No. 2 under Manual Block System rules. That permission has not yet been granted. Obviously, there are some investigations to be made by the RTC before granting permission. That includes a detailed investigation of the radio system in use on the territory. Thus, MBS dispatching did not begin in September (as had been reported in the October Newsletter). Further, the operators at Chatham and Wallaceburg will remain for the forseeable future. September 28th was the weekend of the removal of freight

agents at Leamington, Blenheim, St. Thomas, and Wallaceburg, and the work at these points is being handled by a mobile agent working out of Chatham (not Fargo).

CSXT renumbered trains across the system to conform to a new plan. The R300 series trains are east-west trains on the Eastern region, Detroit division; the D700 trains are locals and turns on the Detroit division. The list of CSXT trains in Ontario missed one symbol. Local No. 1 operates as D765 from Chatham to Walkerville on Mondays, Wednesdays, and Fridays, and as D766 from Walkerville to Chatham on Tuesdays, Thursdays, and Saturdays.

CSXT is planning to close all of the dispatching offices across the system, and move their functions to a centralised dispatching office for the entire railroad, located at Jacksonville, Florida. Beyond that, little is known, since the CSXT is in negotiations with the American Train Dispatchers Association at this time. The new centralised facility will definitely require more than 35 dispatchers, but the numbers are going to depend on how much of a reduction to the core railroad system has taken place. It does make the current regionalisation of dispatching offices on the CNR and CPR pale by comparison. (Ted Wright)

CSX has not announced any plans for the now vacant property at St. Thomas. The diesel facility was moved to Sarnia last year, and traffic into St. Thomas has been moved to the CNCP Caso subdivision. The only Chessie employees left in St. Thomas are four dispatchers. CSX has considered a few proposals to buy the land, but is not actively selling. (London Free Press)

B.C. Hydro

The privatisation plans of the British Columbia government include the sale of the 160-km B.C. Hydro Railway, the remnant of the B.C. Electric interurban lines. BC Rail has announced that is is not interested in purchasing the line, which it operated for a year and a half in the 1970s. (This decision may have been made outside the railway offices.) Premier Bill Vander Zalm has said he does not want to sell the railway to CN, CP, or Burlington Northern. The railway has been operated as a fairly autonomous unit for years, and so should be able to survive relatively unchanged. Traffic is mostly new automobiles, forest products, and foodstuffs. Employee bids for the provincial services to be sold are being given priority if they are within five percent of outside bids. (Vancouver Province, Montréal Gazette, Pat Scrimgeour)

Central Western Railway

Central Western acquired two former CN work cars, 60604 and 61174, and has renumbered them 5 and 4, respectively. The first, 60604, was ex-CN 5128, built by NSC in 1929, and rebuilt 1965; 61174 was built by CC&F in 1927 as 12-1 sleeper "Mowat," converted in 1953 to 8-4 sleeper "Miscou Island," and in 1975 to a work car. Earlier, in June, CWR acquired CN van 78366 for work train service. (Bruce Chapman)

Burlington Northern

BN SW9 149, used at Vancouver, has been sold to British Columbia Forest Products, to be used at Crofton, where it replaces number 9, a Whitcomb 80-ton engine built in 1945. ("CTC Board")

Dow Chemical

Two of the Burlington Northern RS11s purchased in the summer by Dow Chemical of Fort Saskatchewan, 4188 and 4195, have had their noses chopped. The other, 4197, is being used for replacement parts. (Bruce Chapman)

Tourist Railways and Museums

Ottawa-Pembroke 1201 Excursion

I am very envious of 600 people who were able to ride the first mainline steam trip in Ontario in, if I recall right, eight years. The Bytown Railway Society planned, organised, and operated a successful trip from Ottawa to Pembroke an return, with CPR 1201 from the National Museum of Science and Technology, and eight cars. The trip left the Museum on the morning of October 4th, and travelled over the CN Beachburg subdivision, with a runpast and water stop at Norway Bay, Québec, and a runpast at Beachburg, before arriving at Pembroke. On the way back, the train met a westbound freight at Beachburg, and made another water stop at Norway Bay, and arrived in Ottawa 40 minutes late. (No, the passengers didn't get a 50 percent travel credit.) The train consisted of 1201, four cars from the National Museum (3051, "Midway," "Sand Point," and "Micmac"), and four VIA coaches (5522, 5562, 3253, and 5586). I've seen some pictures of the day, and it looked great. Congratulations to Bytown for putting on what looks to have been a great day, and congratulations to the 600 passengers for having the chance to ride the train! (Pat Scrimgeour, with information from BRS "Branchline")

Jasper and 6060

The Rocky Mountain Railway Society, curators of CNR 6060, are continuing to plan for the engine's operation in 1989. Plans are to move 6060 from North Vancouver to Jasper this year, and to acquire 13 GO Transit single-level cars and a diesel to supply power for heat and light (perhaps one of the former Milwaukee Road F-units at North Bay). If 6060 and the cars are ready in 1988, then some short trips might be run. The Vancouver-Jasper "Jasper by Daylight" run would begin in 1989. (Railfan and Railroad, PS)

Salem and Hillsborough

Former CPR 4-4-0 29 celebrated her 100th birthday by operating two trips on the Salem and Hillsborough Railroad on September 6th. She made two short trips, doubleheaded with the regular engine, CNR 4-6-0 1009. Number 29 last operated on a three-car excursion between Montréal and St-Lin, Québec, on November 6, 1960, the last use of a steam engine in CPR revenue service. (BRS "Branchline")

Prairie Dog Central

The plans by CN to develop the East yards in Winnipeg have left the Prairie Dog Central without a home. The lease that the Vintage Locomotive Society has had with CN since 1968 ended on November 1st. CN will not evict the train, but won't own the land much longer. (Winnipeg Free Press)

THE TRAIN SPOTTERS

Recent observations by UCRS members

•Hamilton area sightings (Doug Page)

Oct 25	Bayview	CP Extra	5647 (Expo)-5534
Oct 31	Hagersville	CSX 321	SBD 8131-6760
Oct 31	Burlington	CN 433	CN 9581-5176-3211

Oct 31	Burlington	CN 425	CN 9612-3223-2112
Nov 5	Jarvis	NS 125	N&W 8525-NS 8647
Nov 13	Aberdeen Yd	Starlite	CP 1835-8734
Nov 14	Hagersville	CSX 321	CS 6516-SBD 3269
Nov 14	Bayview	Starlite	CP 1835-1823
Nov 15	Bayview	CN 421	3523-3742-9165-4590
Nov 22	Dundas	VIA 73	VIA 6406-6772-6782

▪Smiths Falls, November 5th (Gray Scrimgeour)
At 15:36 WB with CP 4722-QNS&L 200-CP 4729

▪Leaside, November 13th (Gray Scrimgeour)
14:21 CN 3560-76555 switching on yard track
14:26 WB CP 5006-1820-22 cars
15:21 WB CP 6011-GATX 5073-62 cars
16:00 EB CP 5513-8153-5999 (Transfer)
17:05 EB CP 4708-4507 with Train 500
17:42 EB VIA 6208-6105

▪Leaside, November 17th (Gray Scrimgeour)
10:29 WB CP 5407-5550-van
10:53 WB CP 5738-5555-6027-84 cars
11:23 WB CP 4225-1246-4238-4243-97 cars
11:37 WB CP High-rail truck 60
11:49 WB CP 1618-6 cars (the Leaside)
12:02 EB CP 1820-1814-21 cars
14:18 EB CP 1618-10 cars, leaving Leaside
14:48 EB CP 4243-1246-8131-4238-4225
15:01 EB High-rail truck, up from the valley
15:18 WB CP 6041-5562-71 cars

General

Responses to the Rusty Railfans

A few notes on the Rusty Railfans' questions in the November Newsletter concerning the CN/CP diamond and interlocker near Alliston, at the crossing of CN's Alliston spur and CP's MacTier subdivision. In the employees' timetables an installation such as this is referred to as an "interlocking" for operating purposes. In an engineering and legal sense an interlocking is comprised of the heavy trackwork for the intersection of two tracks (the "diamond") and the signal system that controls the train operation (the "interlocker" or "Interlocking Plant").

"Ownership" of interlockings in Canada is a bit of a misnomer since it could be said the owner is the senior party (the first railway at the site) and therefore pays nothing. The cost to construct and maintain the interlocking is normally paid for in full by the junior party (the latecomer, or the second railway to build at the site). So, the ownership is not really of the interlocking but of the crossing rights. At Alliston, since the rail line now owned by CN was constructed some 24 years before that of CP, then CP pays all the costs at this interlocking, including the diamonds and like their namesake they ain't cheap. It was CP that made application to remove the diamond.

The Rusty Railfans were wondering why the diamonds are still on site. This is a legal technicality under the Railway Act and R.T.C. regulations. CN's Alliston spur is not legally abandoned, so therefore could be required on short notice (a few days) to be put in service for rail movements. However, based on this being a remote possiblity on the Alliston spur the R.T.C. will permit the diamond to be removed and stored on-site provided both railways agree and the junior railway will reinstall the diamond if needed.

CP Rail had a track program along this portion of their MacTier sub early in 1987, about the time this diamond was removed and I would expect that if the track was closely looked at it would be found that the CP MacTier is now a few centimetres higher than the Alliston spur and therefore the ballast along the sides of the track has probably been placed to permit the Alliston spur to be raised to match the CP at the diamond if the diamond had to be reinstalled.

On the bond wires (wiring that join the two sections of the spur, etc.). Since there are numerous rules and regulations concerning the interlocker or signals at a diamond crossing and since the Alliston spur is still legally a rail line then these regulations state that unless there is an automatic interlocker at this diamond to control rail traffic then all trains would need to stop at this diamond in accordance with the Uniform Code of Operating Rules, a scenario that would be unacceptable and costly to CP Rail and their mainline freights, so hence the wiring to keep these signals operating as seen by our Rusty Railfans.

While all this may appear puzzling to railfans, it does make business sense since not only are diamonds expensive to buy and maintain but the removal of the diamonds means a few less bangs for all the rail wheels rolling along the MacTier subdivision. (Just A Ferronut)

Rail-and-Rubberfans have pointed out that Barrie City Transit uses 5-digit fleet numbers as a modification of the scheme used by Travelways, former operators of the service. (PS)

Does this sound like you?
During a recent trip from Toronto on VIA Rail train 46, an in-cab conversation with the head-end crew inevitably touched on the question of railfans and the professionals' regard for them. According to the engineer, CN's crews in the Hamilton area like to tease the hordes of railfans who can usually be found during the weekend at Bayview Jct. by throwing copies of their train orders from the cab as they pass by. This can cause a real commotion as the "ferronuts" scramble to grab the flimsies, much to the amusement of the crews. (Philip B. Jago in BRS "Branchline", November 1987)

All grade crossings are to be marked with the new design of crossbuck by the end of next March. ▪ All engines operating in Canada will be required to be equipped with ditch lights by the beginning of 1988. This includes the Amtrak engines running into Montréal and Toronto, which had been excepted from the previous requirement for ditch lights on passenger trains.

The railway relocation plans for Regina have been put on hold. A study showed that the land to be freed up by Phase II of the project, the relocation of the CP yards, would not be worth as much as the costs to move the tracks. If a decision is made not to move the CP, then Phase I of the project, the relocation of the CN yards, may not proceed. (Regina Leader-Post)

Corrections from October: ▪The rail grinding train that has been working on CP this year is owned by Loram. ▪ GM is not building an order for Norfolk Southern; NS is only involved in that the SP and SF orders may be delivered over CP and NS.

And finally...
Looking over the membership renewals so far, there are a lot of members with computers. If you have typed any contributions for the Newsletter on your computer, then send them along by disk to save us

UCRS and other events and activities

by Ed Campbell

Motive power enthusiasts enjoyed a treat at the November Toronto general meeting, where Pete Jobe presented his very full slide show on vanished diesels and fallen flags. Commencing with the Louisville and Nashville and ending in Michigan's upper peninsula, diesel models and liveries no longer with us were seen from just about every part of the continent, together with some that are still current.

The Society's Annual Banquet, held on November 21 at the Delta Chelsea Hotel, was a great success. Sixty-one guests were on hand, and Bill Draper, retired Assistant Chief of Motive Power for CN, gave an outstanding talk, with slides, of Russian railways and their subsequent influence on CN's modifications to its diesel fleet to withstand winter. Bill covered his subject with humour and clarity, and we look forward to his presence at a future banquet.

--Member Ed Misera is now convalescing in Hillcrest Hospital (Austin Terrace, near Bathurst and Davenport in Toronto). He is recuperating from knee surgery and will be confined for several months for physiotherapy; he is doing well, considering that he had his left hip replaced early last summer.

Friday, December 18--The regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre at College and McCaul Streets, 7:30 p.m. The entertainment will be provided by veteran Toronto railfan John Mills, who will show slides of traction and steam subjects from the 1950s and 1960s. This promises to be an exceptional evening, so plan to be there. As usual, guests are welcome -- please bring your newscast slides.

Friday, December 18--The UCRS Hamilton Chapter will hold its meeting on the same date as the Toronto meeting, as the Thursday dates for the balance of the year are made inappropriate by the timing of Christmas and New Year's. The meeting will be in the auditorium of the Hamilton Spectator building at 44 Frid Street, Hamilton, at 8 p.m. Admission is free. Bring your newscast slides, as slide presentations are a regular part of Hamilton meetings. See your GO Transit timetable for suitable times, as there are bus stops fairly close to the building, for both arriving from and departing for Toronto or other points to the north-east. Enter Hamilton by Hwy. 403 to Main St. if travelling by auto. All members and friends are always welcome.

Wednesday, January 6--The UCRS store will be open at 7 p.m. for sales (or disposal at no charge of various old UCRS publications and items). The store is located in the Earlscourt Legion Hall at 6A Greenlaw Ave. (south of St. Clair Ave., east of Lansdowne Ave.).

Friday, January 8--OSHOME meeting at Rosedale Presbyterian Church at Mt. Pleasant Rd. and South Dr., Toronto, 8 p.m., admission free.

Saturday, January 9--Joint meeting of the International and Western Ontario Divisions of the NMRA at the public library at Simcoe, Ont., time 9:30 a.m.

Friday, January 15--Regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre, College and McCaul Sts. The entertainment will be presented by Larry Partridge, on the tramways (streetcar lines) of Great Britain.

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retyping. I can read disks from Commodore, MS-DOS (IBM and compatible), and Tandy laptop computers. Send a hard copy, too, just in case anything goes wrong. You can also send material by modem: call me (by voice) at 416/422-0582 to make arrangements. And, if you just have a computer sitting there and nothing else to send, let us know if you can help out with the typing of the Newsletter each month. -- PS

REINVENTING THE WHEEL IN MONTREAL by Sandy Worthen

Politicians and governments ever were hard to convince. Since the Minister of Transport of Quebec and the City of Montreal assumed operation of the Societe de transport of the Montreal Urban Community (CTCUM/STCUM/MUCTC), no topic has been debated more hotly than the fate of the ex-Canadian National Railways electrified Deux-Montagnes commuter line. You know, that's the one from Central Station through Mont-Royal Tunnel to Ville Mont-Royal, Cote Vertu, Monklands, Val Royal (Cartierville) and Laval-sur-le-Lac, terminating at Deux-Montagnes.

Being somewhat reluctant to accept the consequences resulting from the admission of a situation which has existed ever since the SCTUM was organized--and before--Quebec's Ministry of Transport recently accepted two reports from Transurb Inc. and Canatrans-Canac of Montreal. The two reports said the same thing, essentially: automobile volumes in downtown Montreal would increase dramatically if the Deux-Montagnes rail line were closed.

Transurb's study, commissioned in April 1986, analysed the probable effects of (a) abandoning the line (b) improving it, or (c) converting it to a surface Metro, with steel wheels on steel rails. Transurb predicted that if the line were closed, 4,800 to 5,400 of the 12,000 working day commuters would switch to private automobiles, which would add to the flood of cars already clogging the city's downtown streets.

Canatrans-Canac's report said that it would cost $223.2 million to refurbish the 27-kilometre line. The cost of conversion to aurface Metro was estimated at $236.7 million. Yearly cost of operation of the upgraded rail route was estimated at $13.6 million, compared to an annual operating cost of $15.1 million for a surface Metro line.

Quebec Minister of Transport Marc-Yvan Cote demurred and said that the government would not make a decision about what to do until late in 1987 or early in 1988. Meanwhile, the system will continue to deteriorate and the service provided to users will continue to be something less than ideal.

Although probably it didn't need saying, Transurb's analysis reiterated that, in the medium term, closing of the rail line would make it much harder for commuters to reach downtown Montreal, because the highways, autoroutes and just plain streets are already supersaturated and congested and cannot handle any extra traffic, now and in the future.

--Nancy Bond, MONTREAL GAZETTE, Oct. 22, 1987

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--Recent VIA operations have been uneventful. Train 1, the CANADIAN, has usually been a three car consist with an 'A' unit and sometimes a steam generator. A stainless steel diner (YORK or FRONTENAC) has been used several times. The most interesting power has been on Train 48/49 which has included an A-A pair, an A-B pair, and F40s, sometimes with a steam generator.

--I stopped at Smiths Falls recently to see the bridge work. It looked remarkably flimsy and I was glad that I was looking at it, not crossing it.

--OC Transpo opened a new section of the Transitway, including a station (called appropriately TRAIN) adjoining the VIA station. This benefits east end commuters but not rail passengers. Formerly two bus routes came into the station and passengers could wait in the heated concourse; now only one route serves the transit station and the shelters are of a drafty design which has been criticized ever since it was introduced. Connections have been eliminated because routes are on different levels. The new Transitway section cost $60 million.

--Three more Northern Alberta Railways boxcars were in Ottawa; they carry the motto 'From The Land Of The Mighty Peace'.

--A ride along the 401 east from Toronto on December 6 provided a look at GO Transit's "Whitby Sub.". Most of the track seems to have been laid, with some work remaining to be completed at the Whitby terminus, and the connection with the CN Kingston Sub. about ½ mile west of Pickering station. Work was in progress on the new platforms required at this location. A new type of signal installation was observed at several spots: four lights on one mast, two facing in each direction. Several CP hopper cars were on the line just east of Pickering station for ballast spreading, being pushed by a trackmobile; presumably they were lifted into place by crane, as the track connection has not yet been made. Concrete ties are being used. Opening of the line is scheduled for late 1988. --JDT

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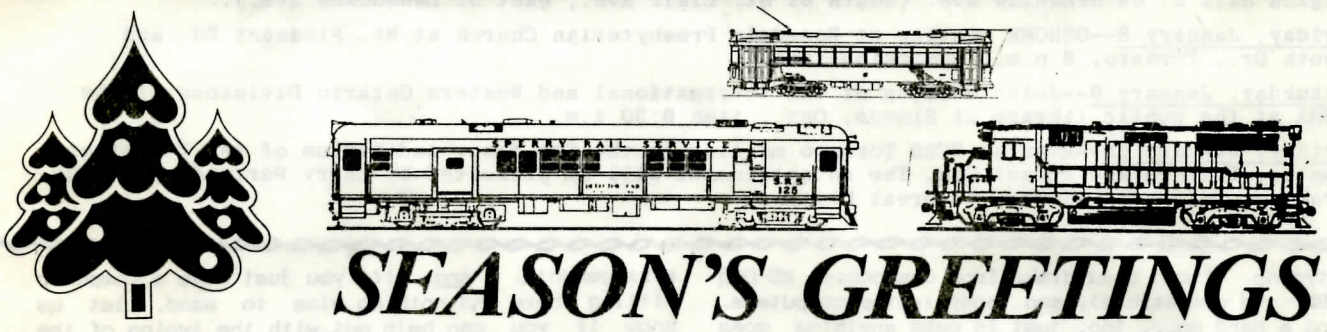

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