



Newsletter

INCORPORATED 1952

DUNDAS STATION COALS

NUMBER 459

JANUARY 1988

DRUMBO SUB - ABANDONMENT



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



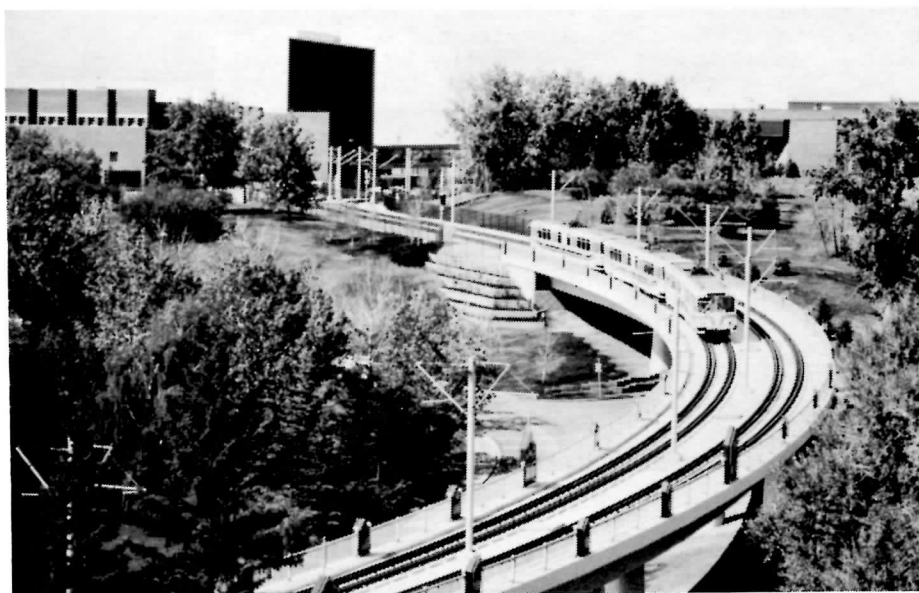
CP train at Perth, Ont., led by CP SD40-2 5748, in the EXPO 86 "Rainbow War" livery; leased Chicago, Missouri & Western (ex-Western Pacific) GP40 3521; and leased GATX (ex-Missouri Pacific) SD40 5072. Nov. 14, 1987.

--Bruce Chapman photo



On Nov. 8, 1987, an ONR NORTHLANDER passes Toronto's Skydome (domed stadium), rising on the site of CN's Spadina Roundhouse. View looks west to Spadina Ave.

--Ben Mills photo



A three-car Calgary Transit LRV train, on the recently-opened Northwest LRT Line, inbound on the 10th St. overpass. Sept. 4, 1987 (first day).

--M.F. Jones photo

CSX WINDSOR- ST. THOMAS ABANDONMENT

The Lake Erie and Detroit River Railway Company, as owner, and CSX Transportation Inc., as operator, have made applications to the Railway Transport Committee of the Canadian Transport Commission permitting it to abandon those segments of the rail line running between Windsor and St. Thomas, Ont. (Canadian Subdivision No. 1) as listed hereunder:

- From Milepost 8.0 (at Oldcastle) to Milepost 37.0 (west of Leamington);
- From Milepost 39.0 (at Leamington) to Milepost 73.5 (west of Blenheim);
- From Milepost 75.3 (east of Blenheim) to Milepost 95.5 (at Black's Siding);
- From Milepost 98.1 (at Rodney) to Milepost 102.8 (at West Lorne);
- (Separate application): From Milepost 102.8 (at West Lorne) to Milepost 126.8 (St. Thomas).

The sections of line affected, and the segments of Subdivision No. 1 which will remain, are shown on an accompanying map. The abandonment petition states that the subdivision was constructed commencing in the mid-1800s, starting in Walkerville (Windsor), and served the communities through which it passed with passenger and freight service. Construction continued eastward and the railway arrived in St. Thomas in about 1900. The Lake Erie and Detroit River Railway was acquired by the Pere Marquette Railroad Company, and by trackage rights agreement with the Michigan Central R.R. (now the CASO Sub. of CN/CP) operated through to Buffalo. The railway became an international operation, moving bridge traffic between the States of New York and Michigan and beyond, as well as local Canadian traffic. International trains have been operating on the CASO Sub. since March 23, 1986, by a trackage rights agreement.

The present physical condition of the subdivision is stated as fair. The maximum train speed has been reduced from 40 mph to 25 mph. There are no operating restrictions, with the exception of the speed restriction..

The portion of Subdivision No. 1 east of West Lorne was built in about 1898. It is single track train order territory. The present physical condition of the track is poor due to lack of revenue producing traffic (with resulting lack of track maintenance). Speed is limited to 25 mph, and the track must be inspected by a member of the Engineering Department before being used. Automatic crossing protection has been deactivated. Train crews must stop and provide protection at crossings equipped with automatic protection before occupying the crossing. Permission was previously obtained from the CTC to close the agencies and remove the buildings at Dutton (MP 109.0, population 1,077), at Iona (MP 114.7) and at Shedden (MP 118.8). Permission was also obtained to close the agency at St. Thomas (MP 126.8, pop. 28,318) although a building remains. Other station buildings remain at Chatham and Walkerville.

Present service on the east end is as requested. The last local service was provided on May 25, 1986. Service is provided by a local train operating from Chatham to Walkerville on Monday, Wednesday and Friday and from Walkerville to Chatham on Tuesday, Wednesday and Saturday. There has been no carload traffic originating on the portion of the line east of West Lorne for many years. With one exception, there has been no carload traffic terminating for many years. On a one time only experimental basis a small number of cars were moved for Cargill Inc. from Lafayette, Indiana to Shedden. This produced revenue in 1986 of \$56,338 (Cdn.). This experiment was assessed as a failure.

CSX Transportation proposes to enter into an agreement with the CNR to service the public at Leamington, or in the alternative, to apply for operating rights over the CN line between Leamington and Comber. CSX also proposes to build a connecting track at Rodney with the CN/CP CASO Sub. to serve the public in the Rodney area.

The petition states: CSXT has carefully developed, with the co-operation of CN and CP, a practical and a proper economic approach to providing rail service in Southern Ontario between Windsor and St. Thomas by joint use of Canada Southern trackage and a new connection at Rodney. The basic fact is that there no longer exists the need for two parallel lines in close proximity to serve the limited number of rail users in Southern Ontario. Thus, CSX, with the understanding and co-operation of CASO, has developed a practical operating plan with trackage rights on CASO, a new connection at Rodney, plus retention of segments of CSXY trackage to provide sufficient rail service between Windsor and St. Thomas.

--Information from Peter Oehm
and Ted Wright



NEWSLETTER

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

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

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

Activities Editor: Ed Campbell (416) 255-1924

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



DO YOU CONCUR WITH THIS CP RAIL EXECUTIVE'S VIEWS?

E.A. Moule, CP Rail's General Manager, Grain and Passenger Services, in
a recent exposition of his views to company organ CP Rail News, did
not have much to say about grain, but made the following remarks about

passengers, and VIA Rail:

"You can't make a one-day trip from Toronto to Winnipeg by train to put in a day of business. And business (travellers) always were the mainstay of passenger train traffic--and of dining and sleeping car service...Today, all that remains of the once proud and once romantic Canadian passenger train service are busy weekend traffic on some corridors, some mid-week travel on the same corridors and seasonal demand for once in a lifetime land cruises...Unfortunately, busy Friday nights and Sunday afternoons cannot make up for the passenger traffic loss which passenger trains suffer during the regular business week...VIA Rail pays the railways to operate trains over their track...

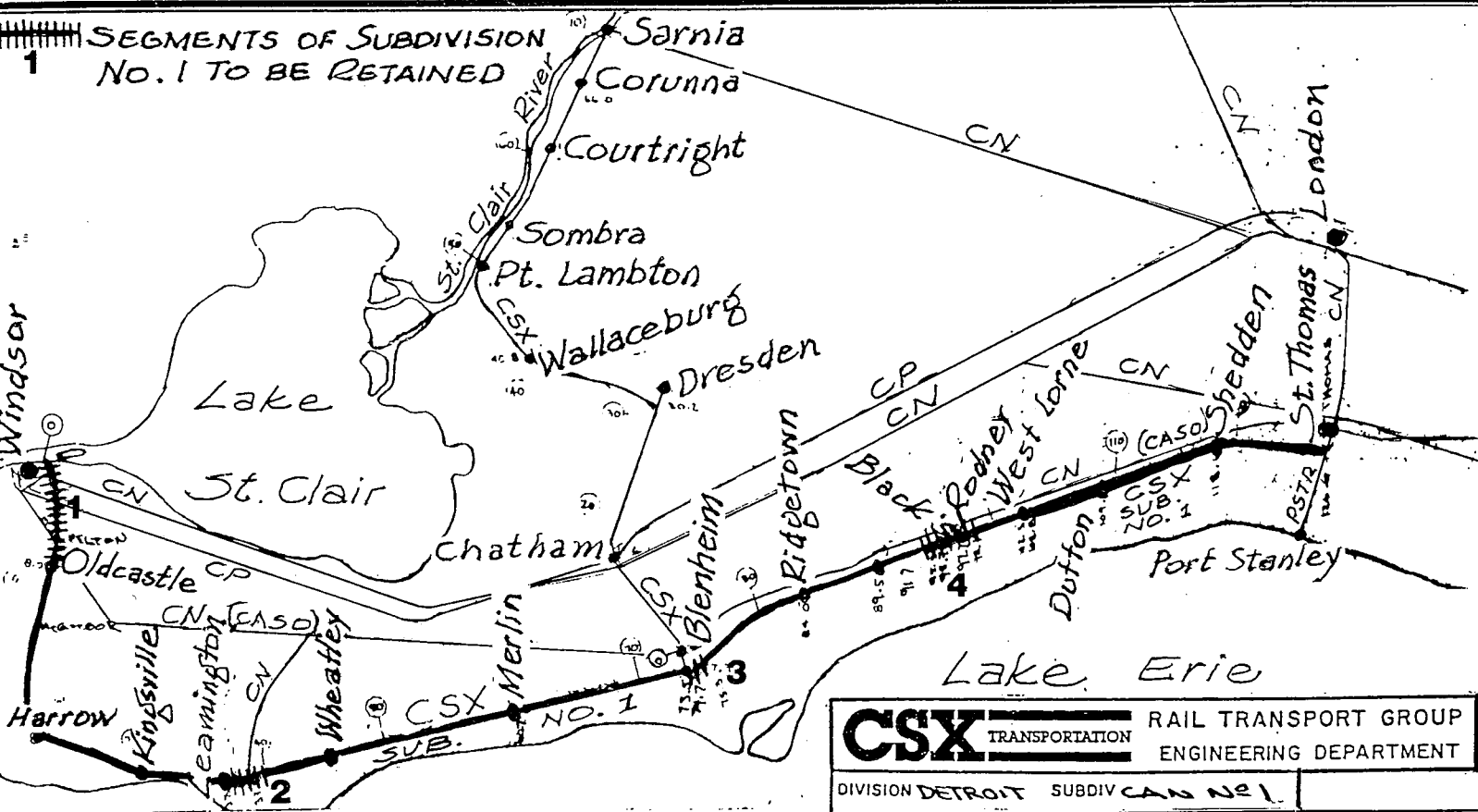
The amount that VIA pays has been a sore spot with many who believe that if those costs were reduced or removed, VIA would have a fighting chance. One thing is certain, the relatively modest--and we believe inadequate--contribution VIA makes towards its share of the upkeep of the railway roadway does not alter the fundamentals of VIA's health. The fact is that, even if VIA made absolutely no contribution at all to the maintenance of railway (infrastructure), its revenue from ticket sales would still cover barely one third of its operating expenses...CP Rail believes that VIA should make a fair contribution--in much the same way the railway believes that all modes of transportation should bear a fair share of the costs of the infrastructure they use...An added problem is that the confused environment of public opinion concerning passenger trains is based more on sentiment than reality. There will always be people who insist that they like trains and want to use them for some of their travel when time permits--but it seldom does. Although successive surveys have shown that a large majority of Canadians want rail passenger services to survive, 47% of Canadians polled in 1985 said that they preferred air travel, and 37% said they preferred to travel by car. Only 10% said they'd rather take the train. But, in the final analysis, public policy will have to recognize the real costs of rail passenger services and make hard choices about which of these services are to be provided and in what ways."

--It is understood that the Ontario Science Centre, now contemplating involving itself in the Toronto Railway Museum (CP Rail John St. Roundhouse) proposal, has raised, as an essential matter in its view, the matter of an access track connection. The link would have to be to the rail corridor to the north, giving the museum access to the track system in the outside world in general. Although such connection was shown in the proposals report of some four years ago (see NEWSLETTER 411, page 3), well before the commencement of Toronto's domed stadium and other recent changes in the area, no one appears to have been ensuring that provision is made for this track. Now, it is understood, CN is actually bucking (yes, that's bucking, not backing) the idea of a track connection, which would of necessity run close to its stadium. It seems odd that so much talk and study has occurred in the matter of the railway museum (including the placing within the roundhouse of some very familiar pieces of equipment owned by the City of Toronto and other parties), and yet nothing appears to have been done to date to secure the "lifeline" for the project.

T2000


Transport 2000 Ontario plans to hold its Annual General Meeting on Saturday, February 20, 1988. As part of the Annual General Meeting, in the afternoon there will be a visit to VIA's Mimico Maintenance Centre. For further information, call Mr. Dave Scott at 532-3729 during the day.

Cover: The 80" drivers of a CPR JUBILEE class 4-4-4 and the 75" drivers of a ROYAL HUDSON race an eastbound passenger train along the Galt Subdivision near Milton, Ont., some 30 years ago, in a superb study of steam at speed recorded by Jim Beveridge.



CALGARY NWLRT CORRECTIONS---A couple of very minor mistakes crept into the text of my article "NWLRT OPENS", published in the November 1987 issue (pages 7 - 11). The first error is on page 8, third paragraph. While I stated that no three-car train had used the 10th St. overpass to my knowledge, I erred greatly since the top photo on page 2 of the October issue clearly shows a three-car train on a test run. Of need, it would have to proceed on the overpass on the way to and from the SAIT/ACA station pictured. My second goof is on the 8th line from the bottom of page 8 (November issue). The OLYMPIC PLAZA/PLACE OLYMPIQUE Station used to be 1st ST SE, not SW, as written. The third error, a very minor one this, concerns the "LRT Gold Spike" that I purchased. It is merely a six inch nail painted gold, not a railway spike.

---M.F. Jones

--The sod has been turned at the site of GO Transit's new Whitby Station, slated for completion in September, 1988. The 1,500 sq. ft. station building will be given a Victorian facade. Parking facilities (currently in place for GO bus riders) will increase from 502 to 1,053 spaces, with provision for another 500 spaces in the future. Provided in the same construction contract are plans to renovate Pickering GO train facilities with a new rail platform, new canopies and passenger shelters.

THE BIG TRUCK DANGER

Canada's railways are not alone in their opposition to pressure being brought to bear by the trucking industry upon governmental authorities to permit larger vehicles to operate on the nation's highways. The following two pages contain reproductions of (1) an article which appeared in the November 1987 issue of LEISURE WAYS, organ of the Canadian Automobile Association, and (2) a letter from UCRS member Ken Andrews addressed to the Ontario Minister of Transportation and Communications. Both items point out, quite effectively, the growing hazard to the driving public which large trucks pose in heavy mixed traffic, not only on multi-lane highways but also on standard city streets, a danger which will be enhanced if the permitted length of trucks is increased from 23 metres to 25 metres.

The railways are advocating intermodality, with the train performing the long haul--a transportation philosophy which is very much hand in glove with making the nation's highways safer for private vehicular traffic. Members and readers who may wish to add their voices to those who are attempting to advance this kind of transportation system are supplied with an address in the reproduced items to which communications on the matter may be sent.

The NEWSLETTER thanks Ken Andrews for forwarding these items.

LET'S TELL THE MINISTER OF HIGHWAYS WE'RE NOT GOING TO TAKE IT ANY LONGER

The provincial and federal governments have, for the past three years, been studying the stability of big trucks and the damage they cause to roads. The intent of the study was to agree on uniform provincial regulations governing the size and weight of trucks on Canadian roads.

The CAA thinks that is a good idea. Well thought-out standards that are consistent for all provinces should simplify the flow of goods across our country. There's just one BIG problem.

The trucking industry has convinced the provinces that the standards for truck length should be changed upward. If they have their way, the maximum length of the big trailer rigs that roll down our roads and highways will increase from 23 metres to 25 metres (82 feet). Also the length of the box of a trailer would increase from 14.6 metres (48 feet) to 16.2 metres (53 feet). CAA doesn't think that's a good idea for anyone but the trucking industry.

Why Bigger Trucks Spell Bigger Troubles

CAA's first concern is public safety. In our view, bigger rigs will pose bigger threats to everyone else on the road.

Bigger truck manoeuvrability will be reduced, particularly when negotiating tight corners and in heavy traffic. Tractor-trailers already account for many of our worst traffic flow headaches.

The added length would result in even greater overhang past the rear wheels — a menace for motorists and even pedestrians when these unwieldy vehicles are lumbering around tight corners.

Passing a tractor-trailer combo is already a heart-in-mouth proposition. The new "truck-trains" would turn it into a motorists' nightmare, especially on two-lane highways and in wet weather.

Bigger Profits For Them, Bigger Taxes For You

Obviously, larger trucks would allow the trucking industry to carry more goods per truck and increase their profit margin. And the increased size of trucks will allow them to shift freight from other means of transport and increase the number of trucks on the road. *Their additional profits would come out of your pocket as a taxpayer.* In terms of damage to publicly-owned roads and highways, one heavy truck does as much damage as up to 9,000 cars. More trucks mean more damage.

Danger On The Highways

The accident statistics for tractor-trailers versus smaller vehicles are chilling. Heavy trucks are involved in more than their share of fatal accidents. To no one's surprise, when a big rig and a car collide, the car loses. According to the AAA Foundation For Traffic Safety, in such a crash, *the automobile occupants face a 32 times greater risk of being killed than the truck driver.* *Safety Last?*

The recommendations for longer, heavier vehicles followed a research program in which vehicle stability and pavement impacts were studied, but the hazards these bigger rigs would present to motorists was not studied.

The Ministers Have Delayed A Decision

At a meeting of Provincial and Federal Transportation Ministers in September, 1987, it was decided to delay a decision on the

proposed regulations until February, 1988. CAA believes that our expressed concerns regarding safety and the threat to motorists these bigger trucks would pose had some impact on the Ministers' decision to delay.

You Can Make The Difference

Only you can make the highways ministers reconsider longer trucks. There is only a short time to reach them. We need to get through to the politicians, and hearing from voters could do the job.

They consider that for every person who takes the time to write a letter, there are several hundred others who feel the same.

So if you care enough about protecting you and your family on our roads and highways, your letter will count. And it will count BIG.

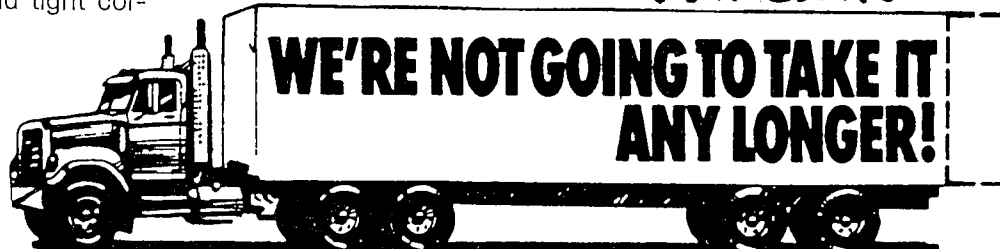
When you write, you could mention the hazards of these longer rigs on the highway, and of them encroaching into your lane, and of the turning problems they encounter. You could also mention the dangers of your car being wedged under these trucks that are not equipped with guard rails to prevent such an accident.

When it comes down to an issue of road accidents and highway safety it really doesn't matter who was at fault when someone is killed. But if we have the chance to reduce carnage on our highways, and we don't speak up now, who's really at fault?

Your voice can make the difference — be heard!! Write today!

The address for the Minister of Transportation is:
The Honorable Ed Fulton
Ferguson Block, Queen's Park
Toronto, Ontario M7A 1Z8.

Let's tell the MINISTER:



The Honourable Ed Fulton,
Minister of Transportation and Communications,
Queen's Park,
Toronto, Ontario M7A 1Z8

240 Wellesley Street East, Apt. #1715
Toronto, Ontario M4X 1G5
December 9, 1987

Re: Dangers of Longer Trucks on Our Highways

Honourable Sir:

I am writing this in response to the trucking industry's desire to increase the length of trucks operating on the highways of Ontario and other provinces.

First, I would like to ask the question as to what are the total taxes paid per ton-mile by the truckers versus that paid by myself as an average motorist operating an average North American automobile?

Having driven on numerous American highways that permit three-trailer rigs, I want to be on record as a taxpayer and electorate as being totally against any proposal to permit longer trucks on the highways of Canada.

I am certain that anyone who has driven the M-C Freeway — somewhat superior to our miles of two-lane highways — between Toronto and Montreal in the winter months would also protest against any increase in truck lengths. Sandwiched between trucks while driving on this highway and being subjected to spraying from tons of slush and noting the number of large rigs deposited in the median and ditches, one would wonder whether any automobiles at all should risk being on this road — especially considering the current-sized trucks.

I'm certain truckers would be very pleased if *all* autos were removed from the roads. Should truckers be treated like the railways and be required to build and maintain their own separate rights-of-way (and with only limited government assistance)? It can be assumed that roads built for cars *only* would be cheaper to build than the present highways — and would last considerably longer! If the truckers want to run 'trains', then they should put them on the railways (I believe it's called "piggy-back").

Transfer this scenario to those parts of Northern Ontario (or other parts of Canada with two-lane roads) and we are courting disaster. Even in summer it is dangerous in curving and hilly terrain when an auto, especially small ones, attempt to pass a large (under-powered) truck or two that has slowed to about 30 or 35 k/m on long grades.

Within our cities the current-sized trucks seem to require more than the allowed one-lane to make turns. Should a motorist attempt that type of manoeuvre, the police would be writing out traffic violations very quickly. Straight-type trucks only should be allowed in urban areas. Ontario's municipalities are currently being encouraged and financially-aided by the provincial government to retain older buildings and streetscapes that mean many of our thoroughfares cannot even be widened to current standards.

Aware that the truck lobby is large and powerful because of the big stakes (profit), motorists frequently see and hear reports in Metropolitan Toronto of trucks losing their loads and/or flipping over and jack-knifing. Up against this truck record, occupants of autos do not have much of a chance.

There is currently a federal Toronto Area Rail Transportation Dangerous Goods task force, yet I can't remember the last death or injury caused by rail vehicles, compared with far too many truck-related injuries and deaths. Railways have their derailments — but they seldom block our highways.

In closing, I can only urge legislators be aware and concerned about the extra dangers that more and longer trucks will have on our highways and I trust that this government will support the average motorist and that we have some rights too!

Yours Very Truly,

K. R. Andrews

Correspondence

Dear Mr. Westland:

As a suggestion for the subject of some future article or articles, how about describing the interlocking towers of Ontario: track plans, descriptions, history, etc. So often, railfan publications will mention a tower and then tell/show mostly the traffic passing the tower instead of describing the tower and its equipment. Towers are interesting, and as much a part of old time railroading as the fireman's shovel or the brakeman's lantern, but now they are almost as rare as a water tank. My employer of 1937-1985 once had eight towers and then put it all in one room. I worked in it from Mar. 23, 1971 until finishing work at 7:00 a.m. Nov. 1, 1985. That morning I became an Instant Old Man, making use of my Senior Citizen Half Fare Card to go apply for my pension.

I thank you and the others for a job well done with the NEWSLETTER.

Cliff B. Shirley,
Prairie Village, Kansas

IN THE HALLS OF THE MOUNTAIN KING

by Kevin G. Mugridge

Imagine the population of the Province of Quebec transferred to Nova Scotia and take away 6000 square miles or, say, this same population in a land mass the size of Massachusetts, Connecticut and Rhode Island--then you have an approximation of Switzerland. Zurich, at 375,000, is the largest city.

Railway use in 1984 was 8.9 billion passenger kilometres. Car ownership was 2.5 million to the country's 6.5 million residents. The Capital, Bern, is located northwest of the centre of the country. It is one of my favourite cities, located along the banks of the Aare River. Ancient Roman ruins pre-date the modern city. A portion of these ruins were located and preserved in the Central Railway Station.

The old city was walled, and parts of this wall, dating from 1250, are still in use. One of the tram lines passes through the prison tower gate, dating between 1250 and 1350, before it joins the three or four other lines in the station forecourt. These tram lines use a combination of motor and motor/trailer units, depending upon the traffic.

The real interest for railfans, besides the various main lines of the SBB, is that Bern serves as a good base city for exploring the various rack railways and funiculars of the Jungfrau Region to the south-east. With a concentration of peaks of over 3,400 metres, like the Jungfrau at 4158 metres, Monck at 4099, Eiger at 3970, and the Schreckhorn at 4076 rising out of a valley with an average elevation of 535 metres at Interlaken, the scenery is truly awesome and has dictated the need for rack railways to reach the higher elevations.

Interlaken is reached from Bern by trains at 27 past the hour. After a run down the double track BLS line to Italy as far as Spiez, the Interlaken line turns off to follow the lake shore for the remaining 25 or so kilometres to Interlaken. This line is single track with passing sidings wherever space permits along the lakeside.

The main station for Interlaken is Interlaken West, which is reached first. This station serves also as the debarking point for ships on the Thunersee (Lake Thun). A short run brings the line to its end at Interlaken Ost (East), where the standard gauge ends and metre gauge begins, both on the Jungfrau Region Railways and also on the SBB. A former private railway, the Brunig Line, went from here to Luzern the back way. Much of its route depended upon rack to get over the hill to Luzern.

The railways of the Jungfrau Region are under common management and comprise a 70 km network of railways and funiculars. The railways use both friction and rack, with grades on the latter up to 25%. In recent years both the physical plant and rolling stock have undergone considerable modernization. The main railway components of the system include the BOB or Bernese Oberland Bahn. In German, "Bahn" is a railway. The BOB has two routes forming the first rung of the ladder to the higher elevations. The route leaves Interlaken and splits at Zweilutschinen, with one branch going to Grindelwald and the other to Lauterbrennen. The line, opened in 1890, is metre gauge and is limited to only 12% grades. At both of its termini it connects with the WAB, the Wegener Alp Bahn, the next rung. The WAB runs between Grindelwald and Lauterbrennen via Kleine Scheidegg, 19 km. It has a gauge of only 80 cm, which necessitates the change. The gradients here hit the 25% range and the railway is all rack. Opened in 1891, it is Switzerland's longest single stretch of rack railway.

From K. Scheidegg (Little Shadow), the last rung is the JB, the Jungfrau Bahn. This route to the highest railway station in Europe was built in stages from 1898 and finished to the Jungfrau station, 3454 metres, in 1912. It is metre gauge, and 7.1 km of its 9.3 km length is in a tunnel through the Eiger. Two stations are found in the tunnel, with wide windows overlooking the Aletsch Glacier. These openings were the way that the spoil from the tunnelling was disposed of during construction. These stations were featured in the film "THE EIGER SANCTION".

The JB is all rack but the unique part is that it is electrified by using three phase A.C., requiring two trolley contact wires in addition to the running rail. Many thought that, during the modernization program, the three phase system would be done away with, but the new Japanese built cars are three phase also.

The other all rail operation is out of Wilderswil. This is a small town located before the BOB splits. The Schynige Platte Railway runs the 7.3 km between Wilderswil, at 584 metres, and the Platte at 1967 metres. It is all rack and metre gauge, and has grades up to 25%.

An interesting funicular/rack railway is the BLM: Lauterbrennen Murren Mountain Railway. It starts as a funicular across the street from the WAB/BOB station in Lauterbrennen. Grades of up to 61% take you from there to Grutschalp where a friction railway finishes the 5.7 km run to Murren. Both the funicular and the railway are metre gauge.

Two other short funiculars round out the system. The 1.4 km HB: Interlaken-Harder Funicular starts a short distance from the Interlaken Ost station and climbs the 567 metres to 1322 metres with the incredible grade of 64%. The shortest line, at 536 metres, is the SMA: Murren Allmendhubel Funicular. This line takes off where the BLM left you in Murren and climbs 260 metres

higher with grades to 61%. Both of these lines are metre gauge.

The other interesting rail feature at Interlaken Ost is the piggyback method of getting standard gauge cars over to Luzern the back way. Here, a pair of standard gauge rails on a low slung flatcar frame provide the vehicle for the car to ride on the narrow gauge.

On my recently reported trip through Switzerland we left Bern on an 0827 train to Interlaken. Tacked on to the tail end of the normal consist was a First and Second Class sleeper from Paris via Neuchâtel. The rest of the consist was a mixture of SBB and BLS second best cars. The First Class cars were open window type with 2/1 seating and large openable windows. A mini-cafe cart provided the patrons with refreshments on the short run. We partook of tea and croissants to help ward off starvation.

At Spiez we left the BLS main and headed down the ramp to the lakeshore of the Thunersee and over to Interlaken. Near the Ost station there is a restored steam paddlewheel lakeboat that operates summer seasons on the Brienzensee, the other lake of the two between which Interlaken is located.

A punctual 0920 arrival gave us time to purchase our Second Class tickets up the Jungfrau and get the 0940 departure. The Jungfrau Region Railways do not honour the Eurail Pass, but a variety of reduced rates are available.

The train normally comprises a front section bound for Lauterbrunnen with the tail section bound for Grindelwald, the split occurring at Zweilutschinen for the respective destinations. Today there were separate trains, and we followed on the block of the train to Lauterbrunnen until we branched off. Once out of Zweilutschinen the valley narrows and a short section of rack is required to keep even with the rapidly rising valley floor. The river narrows to a swollen stream as we progress higher. In the shade, spots of snow may still be seen. Logging using helicopters was taking place along the opposite mountain wall.

Soon the rack became a full time necessity as the train scrambled upward and onward to Grund and Grindelwald. Here, in the words of the conductor, "All must change". Awaiting our arrival were several WAB trainsets. At 80 cm, 2/1 seating is the rule and the now complete snow cover and skiers gave rise to the extra equipment.

The ascent from Grindelwald to Kleine Schiedegg starts out as a descent across the narrow valley carved by the stream we had followed, and then a full fledged assault up the side of the mountain wall. As we ascended into the Kodachrome blue sky, the dark pines rising out of the sparkling snow cover gave a picture postcard appearance to the scene. Several concrete snow breaks are located on the uphill side of the line to protect it from snow slides from above.

As we neared Scheidegg skiers abounded. Miles of fresh powder stretching the eight km to the valley floor below were the reason. Helicopters waited to whisk off the adventuresome to the higher peaks, while a series of tow lines and lifts were in operation. I had never seen this before, as it is usually early to mid-August when I get here.

Despite the seeming miss of connections between the 1114 arrival from the valley floor and the 1107 departure up the Jungfrau, several sets of JB equipment swallowed up the people from our train for the last part of the climb. We quickly skirted the rim of the valley formed by the Eiger Glacier and dove at 5.5 km/hour into the tunnel leading up to the Jungfrauoch station. Upward trains make stops at Eigerwand and Bismeer for viewing.

At the top we posted cards to various places, had a quick lunch, and took the lift to the Sphinx Terrace at 3573 metres for a look out on the glacier. After a brief walk out on the glacier we headed back in time for the 1305 down train (literally) to Scheidegg, partook of a cup of fortified tea, and climbed aboard a WAB train for Lauterbrunnen. This route follows the Eiger Glacier for awhile before twisting its way down to the valley. While both of the WAB routes are scenic, I rate this one as being the more spectacular descent.

After the mandatory change of trains at Lauterbrunnen, we quickly descended to the valley floor, picking up the train from Grindelwald at Zweilutschinen for the short run back to Interlaken. A quick check of my constant European travelling companion, Cook's Continental Timetable, showed that there would be a sailing from Interlaken West at 1645, and that the next train would arrive at 1639, allowing for a leisurely stroll along the 100 metres or so from trainside to shipside.

The 1645 sailing was by the M.V. BEATUS, named for a hermit monk who had lived in a cave along the opposite shore. The ship is one of the BLS Railway fleet and another bonus of the Eurail-pass. The First Class section is on the upper deck, which has both open and enclosed seating and some of a combination nature, let's say sheltered. Food and beverage service is available in all places. The Second Class space on the main deck is either open or in a snackbar/bar lounge area. The vessel is about 10 metres wide by 35 metres long, powered by twin diesels, and was built in 1979. The service at this time of year (April) is sort of trans-lake ferry service, with all stops on both sides being made. In the summer, more direct service is offered for those who just want to take a lake cruise. To leave the docking area at Interlaken, the vessel had to back up a narrow canal for about 1 1/2 km before reaching open waters and swinging about to head up the lake.

The service was well used, with baby carriages, bicycles, cats, dogs and various assorted pedestrians crisscrossing the lake. Cook's listed six intermediate stops, but there were easily as many more unlisted ones. At each stop at attendant at the dock would assist the one deckhand on board to get a gangway in place and the traffic on and off.

At Merlgen we took the siding to wait for our opposite sailing to clear the dock before we could pull in. Some of the docks were elaborate landing areas in the heart of a harbour, while others were simply a wide spot in the road with a small dock at which it was convenient to stop. Spiez is a major stop where a regular terminal adjoins the rail station on a lower level. A two minute stop was scheduled here. Finally we neared our destination, Thun, and headed up another narrow canal to dock across the street from the railway station. Here, we awaited our run back into Bern.

To our surprise the First Class car was a brand new one almost fresh out of the shops. It had the "new car" smell about it and came complete with questionnaire about the car for patrons to fill out. The seating was the novel experiment. Seats down one side of the car were the single seat set, two facing each other and then two facing in the same direction. On the other side of the car the two seat groups were arranged in the same way, with the exception that a single seat was set in between each group that could swivel in either direction to make a group of three, or face the aisle to make a grouping of five. The car was divided about 1/3 smoking to 2/3 non-smoking, with a plexiglass divider and door between. Using my limited German, I filled out the questionnaire to provide an outsider's view of their attempt to upgrade their trains. Cars of this type were being run in virtually all types of service to give everyone a view of what was to come.

We arrived back in Bern in time for a late dinner at one of my favourite restaurants and a good night's sleep before departing for Geneva and Paris the next day.

MOTIVE POWER AND OPERATIONS

Conducted by Pat Scrimgeour

Contributors and sources this month

Ken Andrews, Toronto	Doug Page, Hamilton
Bruce Chapman, Ottawa	Pat Scrimgeour, Leaside
Art Clowes, Toronto	Gordon Shaw, Thornhill
Rick Eastman, Scarborough	Gord Webster, Toronto
Mike Lindsay, Burlington	

John Rushton's "The Un-named Edmontonian"
Bytown Railway Society "Branchline"

Cabooseless train operation

The use of end-of-train units instead of cabooses on CN and CP was approved by the Canadian Transport Commission on December 14th, by order R-41300. The equipment to monitor and transmit information is known as an End-of-Train-Information-System (with all those hyphens), abbreviated as ETIS. There have been 37 conditions placed on the operation of cabooseless trains, the main features of which are listed below. CP and CN expect that it will be several months before the operation of trains without cabooses begins.

- The train must be equipped with a Digitair II ETIS with a rear train emergency braking feature and a red flashing marker light operated by an automatic light-sensitive cell, and with a distance measuring device where no other distance measuring device is installed in that train.
- The conductor shall be in the operating cab of the lead locomotive unit, which shall contain appropriate seats for the engineman, conductor, and leading trainman; trailing units may be used to seat additional employees. A permanent or fold-out table with indirect light (not the cab ceiling light) shall be provided in the locomotive cab for the conductor.
- The train shall not make a reverse movement without an employee on the leading car; in other words, rule 103 still applies.
- A cabooseless train must be inspected every 60 miles, either by an operating hot box and dragging equipment detector, or by radio-equipped employees at tracksides. Hot wheel indicators must be installed at all city gateway detector locations prior to cabooseless operation commencing, and all other detectors must have hot wheel functions installed as soon as possible. (A schedule must be filed within six months, and before any cabooseless train is operated.)
- Dangerous commodities may, subject to marshalling rules, be anywhere in the train if located behind cars that are all equipped with

roller bearings. If such is not the case, on trains over 4000 feet long, they must be at least 2000 feet from the tail end of the train; on trains less than 4000 feet long, they must be within 2000 feet of the lead unit.

- Dimensional or special loads, or loads subject to shifting, must be within 2000 feet of the locomotive.
- A train may not leave a crew change point if any component of the ETIS is not working properly. When an ETIS fails on the road, the train can proceed to the next crew change point at a speed not exceeding 25 mph (40 km/h). ("The Un-named Edmontonian" and BRS "Branchline")

Accidents of the month...

A Toyota Celica ran into a CP freight train in Essa Township on November 24th. The driver escaped with minor injuries after jumping from the car before the collision. Police said she was distracted by a cow in a nearby field with its head stuck in a fence. (Barrie Examiner) ■ On December 22nd?, a Port Robinson woman drove her car under a CN train. Apparently, she didn't see the tank car on the crossing, and the car went under the centre of the car, between two air-line support struts. The roof was ripped off the car, and the windshield was flattened, but the driver suffered only minor injuries. The brakeman was standing next to the train and heard the crash. "The next thing I see is this car shoot out from under the tank car." A police officer said, "If I was her I'd be out buying lottery tickets right now." (Globe and Mail)

Bombardier lives!

Bombardier has received order for 50 new locomotives for Nigeria, financed by the Export Development Corporation. Bombardier will be able to recall 500 workers laid off in November, for a total employment of 1000 at its east Montréal plant. ■ Bombardier has increased its ownership in the Belgian manufacturer BN from 45 percent to 75 percent, and will make BN a subsidiary in February. BN is part of the consortium building the trains for the channel tunnel, and designed the Bombardier streetcars for Portland, Oregon. ■ Bombardier has entered a marketing agreement with the French company Alsthom. Bombardier will try to sell the TGV in North America, and Alsthom will market the LRC overseas. (Globe and Mail, La Presse, Montréal Gazette)

At the February regular meeting in Toronto,

following the Annual General Meeting, Al Maitland and Art Clowes will organise a round-table discussion between everyone, on subjects of your choice. Al's general theme is "Electric Railways in Ontario", and Art's is "Modern Railway Issues." Come prepared to share your memories and views. You'll find some inflammatory comments, many mine, on recent topics in this month's column. (PS)

Here's one to start with: "...Canada is not a railway country. We haven't got the population, for one thing, to support a modern railway system in a country this size. Today both aircraft and road transport are now cheaper than trains, for most uses. Like railways, airports and roads are expensive and we all have to pay for them but--unlike railways--all the people who pay for them can use them. And that's important because we all pay for the railways whether we use them or not. If the railways stuck to the freight they can handle efficiently, and used the most efficient means to handle it, they might not need further subsidies." (Excerpt from an editorial in "Truck News", from the CN Daily Report)

Motive Power News

Canadian Pacific

Rebuilds at Angus...

RS18 1840 ex 8789	out Nov 18
RS18 1841 ex 8750	out Dec 2
RS18 1839 ex 8783	out Nov 27
RS18 1842 ex 8758	out Dec 9
(Most of 1842 is ex CN 3634)	
RS18 1843 ex 8770	out Dec 10
RS18 1844 ex 8751	
RS18 1845 ex 8747	
RS18 1846 ex 8733	

Into Angus for rebuilding...

GP9 403 to be	1690	in shops Nov 23
GP9 8648 to be	8206	moving to Angus

(Accident at Coquitlam, December 8th)

After the TH&Bs are released, the GP7/GP9 yard switcher rebuild programme will be complete. The last CP GP9 was 1652 (ex 8802) in July. All of the remaining 45 GP9s will be rebuilt as road switchers in the 8200 series. The first batch, 8205 to 8210, will be assigned to Toronto for use on the TH&B and the Canada Southern. (Bruce Chapman)

In the shops...

RS18s 1832 and 1833 released from Weston (Winnipeg) November 20th, sent back to St-Luc. ■ M636 4714 in service after repairs from collision with a car near McAdam, in May.

- PTC modifications and resultant transfers
6010 out of Odgen on November 10th and reassigned from Winnipeg to Alyth; 5683 moved Alyth to Winnipeg. ■ 5992 into Odgen on November 16th, then will be transferred from Winnipeg at Alyth; 5684 will go from Alyth to Winnipeg. ■ 5694 to Odgen on December 9th for PTC and overhaul.

- SD40-2s modified since July 31st for Beavermouth pusher service:

5602	5680	5752	5902	5969	5979	6040
5630	5693	5793	5907	5970	5981	6041
5651	5703	5798	5912	5972	6025	6046
5655	5717	5801	5938	5975	6029	6053
5674	5736	5804	5964	5977	6032	

(Bruce Chapman)

TH&B Power

CP is retiring TH&B 52, 53, 54, 56, and 58,

because of their "low power capacity, age, deteriorated condition, high operating cost, and unavailability of repair components." This leaves only three TH&B switchers, 51, 55, and 57. But 55 is tied-up serviceable, since it is not required. If any major repairs are required on TH&B switchers, they will instead be retired. Corrections from October: 6712 is on the TH&B (6713 is at Lethbridge); 73 and 75 were sent to Angus in working order, before 403 was. (Bruce Chapman)

Leased Power

- 3 CMNWs assigned to Winnipeg, all running.
- 5 QNS&Ls assigned to Winnipeg, all running.
- 3 BCRs assigned to Coquitlam, all running.
- 5 ACRs assigned to Toronto, all running except 188 which was expected out of Angus on November 20th.
- 10 GATXs, 4 assigned to Toronto and 6 to Winnipeg; 5075 was in Angus for an engine change, and back in service on November 27th.
- 31 B&Os on lease on November 20th, with four tied-up: 3720 and 3727 at Toronto, 3729 at St-Luc, and 3714 at Winnipeg.

B&O 3721 was off lease at CN Pointe St-Charles for turbocharger work and 3709 was off lease at Peaker Services; 3729 needs a new turbocharger, and 3720 and 3727 could need engine changes; 3719 returned from Peaker on November 18th, and was assigned to St-Luc. CMNW 3521 was stored unserviceable at St-Luc on December 10th, after turbocharger failure. (Bruce Chapman)

Scrapped...

At Sidbec-Feruni, Contrecoeur, Québec:

FP7s 1402	1423	FP9s 1405	1413
1403	1432	1406	1414
1416		1407	

Two, 1403 and 1416, still have their engines, and the rest are shells. These 10 were set aside last year to be converted to control cabs for STCUM commuter trains. (Bruce Chapman)

Notes...

Several 4500s have had reset safety controls (RSCs) applied; the 1200s from the Dominion Atlantic will be sent to Angus for RSCs in March: 8921 is due on December 7, 1988 for RSC. ■ M636 4711 is to be shipped to Peaker Services at Brighton, Michigan, for repowering with a Caterpillar engine. ■ According to "The Un-named Edmontonian", RS23 8031 was the first engine repainted without a multimark, on September 17th. According to CP Rail News, 8162 was the first repainted. ■ Was 8921 transferred from Toronto to Montréal in December?

To receive Positive Traction Control in 1988

5615	5640	5670	5679	5687	5695	5875M
5616	5654	5672	5680	5688	5696	6025
5617	5657	5674	5681	5691	5697	6026
5623	5658	5677	5683	5693	5718	6027
5633	5660	5678	5685	5694	5758R	6028
5636	5666					

M - master, R - robot

To be overhauled at Angus in 1988

1813	1816	5006	5025	8020	8030	8037
1814	1817	5008	8017	8023	8035	8042
1815	1818	5014	8019	8026	8036	

Small power to be overhauled at Odgen in 1988

3006	6713	6719	8139	8160	8201
3007	6715	8106	8155	8167	8203

3018	6717	8111	8159	8168		
<u>Road power to Odgen in 1988 for overhaul</u>						
5504	5593	5660	5680	5695	5743	5793
5527	5623	5664	5681	5696	5751	5794
5531	5633	5666	5683	5697	5758	5795
5537	5636	5670	5685	5712	5783	5797
5539	5640	5672	5687	5718	5786	5798
5546	5643	5674	5688	5720	5786	5799
5549	5654	5677	5691	5723	5790	5800
5563	5657	5678	5693	5735	5791	5801
5584	5658	5679	5694	5737	5792	5802
5803	5817	5832	5907	5918	5930	5946
5806	5818	5842	5908	5919	5931	5947
5808	5819	5860	5909	5921	5934	5948
5809	5820	5863	5910	5922	5935	5949
5810	5823	5864	5911	5924	5937	6025
5812	5827	5900	5913	5925	5938	6026
5813	5829	5901	5914	5927	5942	6027
5814	5830	5903	5916	5928	5943	6028
5815	5831	5906	5917	5929	5944	

Road GP9 rebuilds for 1988, and dates due at Angus

8697 Jan 26	8827 Mar 8	8621 Apr 22
8810 Feb 2	8804 Mar 15	8828 Apr 29
8631 Feb 9	8820 Mar 22	8502 May 6
8663 Feb 16	8630 Mar 29	8830 May 13
8834 Feb 23	8825 Apr 8	8811 May 20
8668 Mar 1	8678 Apr 15	

RS18 rebuilds for 1988, and dates due at Angus

8769 Jun 8	8784 Aug 17	8797 Sep 27
8752 Jun 17	8775 Aug 26	8737 Oct 6
8777 Jun 20	8738 Sep 7	8778 Oct 18
8734 Aug 8	8781 Sep 16	

(Bruce Chapman)

Operations

The second mainline at Rogers Pass is expected to be open for test trains this fall, and in use for regular traffic by the end of the year.

CP started two new container trains, 507 and 508, operating between Montréal and Detroit on November 16th. The trains are regularly assigned MLW power. (Ross Harrison in BRS "Branchline")

Another derailment on the Toronto Yard hump

On Sunday, December 20th, the hump yard assignment was pushing a cut over the hump. They backed down the hump after making the push to return to get more cars. But it turned out that they hadn't pushed the cut over the hump. The cars were just sitting at the top of the hump, and no one noticed or no one had time to do anything. The cut of cars decided to go back the way it came, and rolled down the approach to the hump into the units. The cars then rolled back up the hump leads, and back down for another go at it. This time, they hit the units in the side as they were crossing over, and caused the rail to spread. (Gord Webster)

North Bay railway lands development

CP Rail is considering reducing its use of its waterfront yard in North Bay. Options include reducing the number of tracks through the yard to three, relocating CN traffic to the CP, or moving CP trains onto the CN. The city has set up a railway lands technical committee to consider the options and look at future development of the CP land. If the CP operations were relocated, 20 hectares of lakeshore land would be available for development. The North Bay Society of Architects has suggested that the roundhouse and station be converted to other uses, rather than being

demolished. A conceptual plan for the development is expected by February. (North Bay Nugget)

The City of Montréal has bought 75 000 square metres of land on the east side of the Vieux-Port from CP for \$10-million, for the development of 2200 new units of housing, at a total cost of \$100-million. (Le Devoir)

Other notes

A new concrete snowshed, 184 metres long, is being built to protect the main line at an avalanche-prone location on Mount Stephen, near Field, B.C. ■ Parts of the Kettle Valley line, including the Quintette tunnels at Othello, are now accessible from the new Coquihalla highway. ■ CP 2-8-0 3631, previously on display at Galt Gardens in Lethbridge, has been moved to the former CP station, now being used at the Lethbridge Health Unit. ■ The bridges at Sault Ste. Marie, jointly-owned by CP and Soo Line, are being sold to the new Wisconsin Central regional railway. (CP Rail News, "CTC Board", "The Un-named Edmontonian")

Prairie abandonments approved: ■ Furness sub, from Epping, Sask. to Paradise Valley, Alta., 31 km. ■ Colony sub, from Rockglen to Killdeer, Sask., 40 km. ■ Kisbey sub, from Griffin to Weyburn, Sask., 28 km. ■ Altawan sub, from Notokeu, Sask. to Manyberries, Alta., 91 km. ■ Neudorf sub, from Esterhazy to Rocanville, Sask., 46 km. (Bruce Chapman)

Track removal in Ontario: The Bobcaygeon subdivision (R-41262, November 25th) and the section of the Havelock sub from Tweed to 3M in Havelock will be removed by June 1988. ■ The tracks in John Street yard are to be lifted by June 1st, but the boarding cars that are now stored at the yard will be there until May 1st at least. Thus, the historic equipment in the roundhouse (including UCRS "Cape Race") will be isolated for the time being. ■ The Town of Goderich will not oppose CP's plan to abandon its tracks there, as long as the ties and tracks are removed, the Maitland River bridge is dismantled, and the roadbed is graded. (Gord Webster)

Alliston Station

The Alliston station will be moved to its new location, on the property of Jim Brown, just north of Tottenham, in April or May. From the present site, it will be moved south, parallel to the MacTier sub tracks, then east on Albert Street, south on County Road 10, and east on County Road 14 to the new spot. Before the move, the top of the roof will be removed, to reduce the height to about 7 metres. Trees, poles, overhead wires, and highway signs will be moved to make way for the station. The route crosses the CP at Alliston, again at Mile 40.06, and meets the CP again at Mile 36.22, the new location. Mr. Brown will rebuild the station as a house, on a lot of 1.6 hectares which already holds a CP wooden caboose and a toolhouse from Mount Forest. The station cost only \$1.00 from CP, but will cost about \$120 000 to move and renovate. (Gord Webster)

Winter schedule for CP track geometry car 63

Jan 19-20	927 dp St-Luc	08:15 ar Windsor	05:00
Jan 20	904 dp Windsor	12:00 ar Toronto	19:40
Jan 21-22	401 dp Toronto	01:30 ar Winnipeg	13:00
Jan 25-26	561 dp Winnipeg	01:00 ar Edmonton	01:30
Jan 26-27	988 dp Edmonton	08:30 ar Alyth	00:30
Jan 27-28	471 dp Alyth	03:00 ar Coquitlam	06:00
Feb 1-2	352 dp Coquitlam	09:00 ar Cranbrook	21:00

Feb 3	981 dp Cranbrk	00:30 ar Trail	12:30
Feb 3-4	984 dp Trail	14:00 ar Alyth	19:45
Feb 8-12	482 dp Alyth	20:30 ar St-Luc	02:00
Feb 16-17	522 dp St-Luc	10:00 ar St John	08:00
Feb 18-19	907 dp St John	10:30 ar St-Luc	12:00

The Fairmont switch grinder will be grinding an average of 7.5 switches a day, beginning on January 5th, and working from Toronto east on the Belleville and Winchester subs, in St-Luc yard, and then east to Saint John. The crossover at Leaside was ground in December.

Toronto division snow equipment

■ Snow plows

400642	at Toronto Yard	for MacTier sub
400784	at Toronto Yard	for Havelock sub
400880	at Medonte	for Port McNicoll sub

■ Spreaders

402874	at Medonte	for Port McNicoll sub
402867	at Toronto Yard	for Havelock sub

■ Switch snow cleaners

2211-09	at West Toronto	for Galt sub
2404-06	at Toronto Yard	for Belleville sub

■ Self-propelled snow plow switch cleaners

2211-06	at Havelock	for Havelock and Belleville subs
2221-05	at Medonte	for MacTier and Port McNicoll subs

Rolling stock... CP instruction car 49, formerly the sleeper "Venosta", is now at the Port Moody Station Museum. ■ Indusmin, owners of the nepheline syenite mines at Nephton and Blue Mountain, north of Havelock, has leased 90 hopper cars from GE Railcar for use on CP. (CP Rail News)

CP and VIA

CP Rail has begun a new push to get rid of passenger trains. Now that CP is not responsible for running the trains, it is not satisfied with the amount VIA is paying for the use of the track. E.A. Moule, general manager of grain and passenger services (!) said, "Aside from some track and the shared use of signal systems, there is little else which CP Rail supplies to VIA which VIA can't acquire from other sources in the marketplace. And because VIA has options, its dealings with the railways should take the form of commercial negotiation between the parties. ... In the mountains of British Columbia, VIA trains represent approximately 10 percent of the total trains operated. Freight services are vital to the competitiveness of the nation's economy so the shared use of tracks has to be planned very thoughtfully." (Instead of having VIA pay CP, maybe we could take back the publicly-funded transcontinental line and then consider letting CP pay to run freight trains over it.)

According to CP, 3.5 percent of travel between Montréal and Québec is by rail, and of that, 17 percent was on the north shore (while it was still running), thus about 0.6 percent of all travel. Of the passengers on the north shore trains, 35 percent travel over the whole route (and can travel via the south shore), 30 percent travel between Montréal and Trois-Rivières (and still have service), 20 percent travel between Trois-Rivières and Québec, and 15 percent use local stations east of Trois-Rivières. CP's point is that, then, only 35 percent of the one-half percent of all the travellers between Montréal and Québec are inconvenienced by the interruption of service. But CP doesn't say what the total

absolute numbers are, or that the 3.5 percent refers to passengers between Montréal and Québec cities, not intermediate points. Presumably this is because such figures would be contrary to CP's case. Another interesting note is that, if 0.6 percent of the point-to-point travel was on the north shore route, that's still more than the proportion of travel by air, at 0.5 percent. CP has suggested that the bridge at Ste-Anne-de-la-Pérade not be rebuilt until after VIA has completed a study of its Montréal-Québec services. It looks like CP has decided what it would like that study to say, in advance. (CP News Summary, Pat Scrimgeour)

CP has also become less enthusiastic about spinning off branch lines to short line operators. Earlier in the year, most of the CP publicity was aimed at telling us how wonderful the new NTA would be, since local entrepreneurs would have a chance to develop local traffic. Now that CP has decided that the Act leaves them with some responsibility in case a private operator fails, they are once again pushing for outright abandonment. (PS)

Motive Power News

VIA Rail Canada

VIA has ordered another 26 F40PH-2s from GM. These should replace the last of the FPA4s and FPB4s, and allow the FP9s and F9Bs to be taken off the main lines. The 6300-series rebuilt F-units should stick around for a few years on the branches, especially on the Hudson Bay Railway. One of the 26 may be to replace 6404, damaged when it was hit by a truck. VIA does not expect any major rebuilding to the LRC engines, so they may disappear by the mid-nineties. VIA will need some high-speed engines if the LRCs are not to be used, because the 90 mph (145 km/h) on the F40s is just not enough to keep to schedule on the lines east of Toronto. (PS)

VIA F40PH-2s are now (finally) having the CN class applied: 6419 was seen, labelled GPA-30a. It might more properly have been called a GPE-30a, but the differentiation between steam and electric heat will not long be relevant. (PS) VIA 6404 went back to GM in London on October 21st, for a new nose and cab.

The FPA4s and FPB4s are for sale for \$14 000 each. They are all now expected to be out of service by the end of 1988. ■ FP9 6507 was repainted, and in service by October 7th, and FP7 6553 has been taken out of storage. ■ At the beginning of November, stored at Ville St-Pierre: 6514, 6769, 6778, 6785, 6791, 6866, 6868, 6869, 6870; at Pointe St-Charles: 6784, 6865. ("The Un-named Edmontonian")

VIA was transferring RDC-1 6134 from Victoria to Toronto, but changed their mind when it was en route, so it was taken off CP train 404 at Medicine Hat and returned west. (Bruce Chapman)

Rolling Stock

VIA was looking for three stainless-steel baggage cars for the rebuilding programme. It has found two, in the U.S. The first is Rock Island 854, which operated in the 1970s as work car 96526.

The cars recently acquired by VIA have had their new numbers assigned:

<u>Previous designation</u>	<u>VIA number</u>
"Silver Kettle" (Amtk 9814)	Skyline 518

"Silver Shop" (D&RGW 1140) Skyline 519
 "Silver Sky" (D&RGW 1145) "Park" 15519
 Rock Island 854 618
 Amtrak LRC coaches 41-44, 46-49 3501-3508
 Amtrak 40 and 45, with snack bars 3511, 3512
 (Paul Bown in BRS "Branchline")

On October 20th, "Edgeley", "Eldorado", "Evelyn", 5734, and 5748 were stored at Ottawa Station. "Eldorado", "Edmonton", "Evelyn", 5734, and 5748 have now been taken out of storage, and 1367 has been stored. There are now 19 cars stored at Ottawa. (Martin Berubé in BRS "Branchline")

Kasten Railcar Services, of Edwardsville, Illinois, has bought the following VIA equipment: club cars 655 "Hamilton Club", 663 "Club de la Garnison"; diner 1370; coach 5309; sleepers 1190 "Green Gables", 1192 "Greendale", 1194 "Greenhurst", 1195 "Greenwald", 2083 "Rivière Rouge", 2090 "Smoky River", 2131 "Grand Codroy River", 2133 "Ecum Secum River"; club-lounges 2323 "Sans Souci", 2324 "Vogue". ("The Un-named Edmontonian")

The Tempo cars going to QIT at the Rivière Romaine will replace their present four steam-heated coaches, which are all between 45 and 65 years old.

Operations

Equipment cycle at London

Passenger trains will arrive and depart from the following tracks:

- No. 661 arrives track 2, leaves as No. 668.
- No. 685 arrives track 2, cuts off equipment from rear of train.
- No. 665 arrives track 3 (east end), leaves as No. 662.
- No. 667 detrains on track 1, leaves train on west end No. 3 and leaves as No. 666.
- No. 659 arrives track 2, couples to equipment off No. 685, leaves as No. 660 daily except Sunday and as No. 668 on Sunday.
- All other passenger trains arrive and leave on track 1.

(CN Great Lakes Region time table 57)

Equipment cycle at Ottawa (Monday to Saturday)

Train	Equipment	From	Arrives	Departs	To	As
31	LRC	Mtrl	10:00	13:20	Trto	43
33	Conv.	Mtrl	13:20	15:00	Mtrl	34
35	Conv.	Mtrl	17:50	09:15	Mtrl	32
37	LRC	Mtrl	19:50	08:10	Trto	41
40	LRC	Trto	12:00	17:50	Trto	45
44	LRC	Trto	16:20	17:10	Mtrl	36
46	LRC	Trto	21:30	07:10	Mtrl	30
48	Conv.	Trto	06:20	23:59	Trto	49

The locomotive off Train 35 powers Train 49 to Brockville. The locomotive off Train 48 powers Train 32 to Montréal. Sunday's Train 33 (LRC) becomes 45; Saturday's Train 35 becomes Sunday's Train 34; Saturday's Train 37 becomes Sunday's Train 43; and Saturday's Train 46 becomes Sunday's Train 32. (BRS "Branchline")

Notes... If CN GP40-2s are assigned to the Atlantic, the trains are limited to a speed of only 3 mph (5 km/h) at mileage 97.62 on the Mattawamkeag sub in Maine. ■ The VIA operating crews, recently taken over from CN, have new blue VIA uniforms. ■ During the Christmas holidays, VIA train 60-40 one day was made up of two 1-8-1 LRC sets coupled together. ■ The "Canadian" was seen

southbound on the Bala subdivision one afternoon early in January. No reason is known. ■ Number 9, the "Canadian", has recently been reported as running at least once with an FP9 in the lead, and with an FP9 instead of the usual F9B behind the F40. ■ The "Canadian", trains 1 and 2 between Montréal and Sudbury, were reduced to their usual three-car winter consist at the end of October. Over Christmas, the trains were running with five cars. ■ An F40 has been used on the Super Continental only once, on December 4th, and not at all (yet) on the Skeena. ("The Un-named Edmontonian", PS, Rick Eastman, BRS "Branchline")

Other VIA News

VIA has begun construction of its new maintenance centre at Halifax. Construction will cost \$6.5-million, and will be complete by the end of the year. Some hope had been held out that the shop might yet be built in Moncton. The centre, employing 80, will be the maintenance point for the equipment on the eastern transcontinental trains and most of the Maritime RDC services. Four RDCs will be serviced in Moncton. The new building is an addition to the existing CN shop at Halifax Ocean Terminal. (Montréal Gazette, Halifax Chronicle-Herald, PS)

Cantel has installed credit-card operated cellular telephones in some VIA cars running in Ontario and Québec. Rates are \$1.50/minute, plus long distance charges, with a 3-minute minimum. VIA service managers use cellular phones to talk to Montréal from moving trains.

The Minister of Transport, John Crosbie, has said that the government will provide \$375-million a year to VIA for the next five years. But because the number of passenger on VIA has been declining, some services may be reduced or discontinued. He said most Canadians demand a national railway passenger service, although few use it. (Journal of Commerce)

VIA has responded to criticisms of its service by the Commissioner of Official Languages, D'Iberville Fortier. Fortier noted that VIA has problems in providing fully bilingual service because of the recent transfer of employees from CN and CP. VIA is taking steps to have bilingual ticket agents and announcers. (La Presse)

J.M. Harry Dodsworth noted last month the opening of the new OC Transpo transitway station at the Ottawa station. The grade separated platforms eliminate the delays of looping buses on the station access roads. All of the east end commuter express routes stop at Train Station, along with two main line routes, heading east, west, and north. One crosstown route which previously served Ottawa Station was re-routed through a nearby industrial area, but service on the main crosstown line was, at the same time, doubled. Connections are now made between some of the routes that pass by the station for the first time. Each platform on the transitway has an enclosed, heated shelter. VIA passengers now enjoy convenient and rapid access to most parts of Ottawa. (PS)

The CTC has approved a by-law passed by the City of Nepean to prohibit trains from whistling at six grade crossings on the Smiths Falls subdivision. VIA opposed the new bylaw, pointing to Nepean's insistence on short-arm gates at all crossings when the line was upgraded. The Town of Renfrew, on the other hand, has passed a by-law requesting

that whistling be reinstated, after an accident in 1986. (BRS "Branchline")

Work on the Rideau Canal bridge at Smiths Falls was stopped for the holidays between December 13th and January 10th. The line will be closed completely between January 11th and 15th. (Earl Roberts in BRS "Branchline")

Dundas Station

An attempt to dismantle the CN Dundas station in late December has resulted in the demolition of the station. Three-year-old plans by the Dundas Heritage Association showed the station to be of frame construction, with one portion built by the post-and-beam method. But the president of the association and the rest of the crew taking down the building assumed it was all post-and-beam. When one wall was torn out, the building began to collapse. The crew deemed the damage to be severe enough that the rest of the building was burned. Other members of the heritage association were upset that there was no consultation before the decision to burn the building was taken. The heritage association blames the problem on the requirement to move the station from its present site, and on the "shifting bureaucracies" of CN, VIA, and the province. (Globe and Mail)

Motive power

Rebuilt switcher 7306 is now in service, formerly 1372. ■ CN will trade an SD50 (possibly 5432) to Santa Fe for 30 days beginning in December, in exchange for an SF SD40-2.

Only the following SW900s are still in service: at Montréal, 7911, 7917, 7924, 7935; at Windsor, 7902, 7936, 7939, 7940, 7941; at The Pas, 7945; at Sarnia, 400, 402, 403, 404, 405, 7606, 7907, 7908, 7909, 7910; at Regina, 7933, 7937, 7938; and leased to VIA, 7942 and 7943. ("The Un-named Edmontonian")

Moncton MP Dennis Cochrane has asked John Crosbie, Minister of Transport, to instruct CN to reconsider its plans to close the main shops in Moncton. The MP had heard reports that CN was to postpone its phase-out of Bombardier and MLW engines. (Moncton Times-Transcript)

CN was to have installed the Reset Safety Control (RSC) on the last of its engines in December. The device applies the brakes 23 seconds after a warning light flashes if a reset button is not pressed or a routine action performed. (Canadian Press)

Tracks

In Ontario...

CN has received permission to abandon three branches in southern Ontario. ■ The Fergus subdivision, from the crossing with the CP in the north end of Guelph, to Fergus. This leaves only the section between Guelph and Galt remaining, of the original Harrisburg to Fergus line. ■ The Burford subdivision, from Norwich to Tillsonburg North. ■ The Tavistock spur, from Stratford to Tavistock, leaving only a short section in Stratford. This was the last remaining part of the Drumbo subdivision, abandoned five years ago.

CN has applications outstanding for the abandonment of the Kincardine sub, between Listowel and Wingham, and the Southampton sub, from Harriston Jct. to Douglas Point. And, applications may soon be filed for the abandonment

of the Smiths Falls subdivision, and most of the Beachburg sub, between Ottawa and North Bay. If CN is able to abandon the Smiths Falls line, VIA will take it over.

Rail removed from the Pagwa subdivision has been sold to the government of Burkina Faso, for use in that African country. Rail from the Cambellford sub has been sold to the federal government for prairie grain lines. (CN Great Lakes Region News)

CN is installing a new cable in the Windsor tunnel to allow end-to-end radio communication on a new channel. At present, the engineer talks to the Windsor South operator, who talks to the conductor on the tail end. The cable is also required to allow end-of-train units to send information to the lead engine. ■ A consultant has determined that the tunnel could be enlarged to handle all traffic at a cost of \$22-million per tube. (CN Great Lakes Region News)

Québec -- CN has received permission to cut back its Lac St-Jean subdivision from Chicoutimi to Ha! Ha! Bay Junction. VIA trains will now end at Jonquière, and freight for Chicoutimi will be handled by the Roberval-Saguenay. (BRS "Branchline")

Alberta-Saskatchewan -- The Demay subdivision, from Wainwright to Ryley, Alta., has been taken out of service. The last train ran on September 13th. ■ The CTC has approved the abandonment of the Acadia Valley subdivision, from Eyre Jct., Sask. to Acadia Valley, Alta. contingent upon the establishment of alternative grain transportation in the area. ("The Un-named Edmontonian", The Western Producer)

Manitoba -- CN has agreed to a land swap with the City of Winnipeg. CN gets the rights to 10 ha of land in its Fort Rouge yards. Winnipeg gets a 6.5 km right of way along the Letellier subdivision south from downtown. The land will be used for one branch of the new busway system, similar to that in Ottawa. (Winnipeg Free Press) ■ The Midwestern Rail Association is trying to have a railway museum built as part of the redevelopment of the CN East Yards in Winnipeg. (Winnipeg Sun) ■ The Senior Grain Transportation Committee, chaired by Otto Lang, has recommended to the federal Government that grain not be shipped through Churchill. The SGTTC says that the cost of rebuilding the Hudson Bay Railway is too high to be recouped from rates to producers. The port of Thunder Bay has enough capacity to take all of the grain now shipped through Churchill. (Report On Business)

Newfoundland -- TerraTransport has been given permission by the RTC to abandon the branches to Carbonear and Lewisporte, and has an application outstanding to abandon the Stephenville branch. (The Globe and Mail)

Operations

Fraser River bridge...

More on the Fraser River bridge at New Westminster (November NL, p. 13): BN trains were brought into Canada at Sumas-Huntingdon, then diverted over the CP via Mission to Sapperton. CN is running two temporary trains, 416 and 417, through to North Vancouver, bypassing Thornton yard. All CN trains detoured on the CP have had to be reduced in length from 6000 feet to 5000 feet. CP has run into capacity problems on the Cascade sub,

especially the provision of pilot crews. As the bridge was being realigned, another runaway barge hit it on December 17th, causing one day's delay. The bridge was expected to be reopened for railway traffic on December 28th. Since the November 28th accident, commercial marine traffic has been prohibited from passing under the bridge at night. About 11 trains a day in each direction use the bridge. Maintenance by Public Works Canada. ("The Un-named Edmontonian", Vancouver Sun)

MBS on the Newmarket sub...

The Allandale subdivision was eliminated in the

November 29th employee timetable. The section from Brent to Nipissing became part of the Beachburg sub, and the section from Nipissing to Capreol is now part of the Newmarket sub. The Newmarket now extends from Parkdale (3.9 km from Toronto) to Capreol. At the same time, dispatching on the Newmarket and Beachburg subdivisions was changed from train-order and timetable to MBS (Manual Block System). Thus, there are now no scheduled trains on the Newmarket sub; all movements are operated as extras. The "Canadian", the Northlanders, and the GO Bradford train are all operated as passenger extras.

NOTES FROM OTTAWA

by J.M. Harry Dodsworth, with help from Earl Roberts

--I made three VIA trips over the last month (all LRCs, with LRC locomotives). On Nov. 30, Train 44 from Toronto to Ottawa was five minutes late; on Dec. 4, Train 43 was 19 minutes late for no specific reason; on Dec. 7, Train 44 was seven minutes late. Other trains we passed were less than 15 minutes late, excepting Train 62, 36 minutes late at Brockville on Dec. 4. The horror story of the month was Train 43 on Dec. 2; the LRC unit failed two miles out of Ottawa; the train was pushed back into Ottawa Union Station, where the passengers were transferred to a conventional two car consist (waiting to go to Montreal as Train 34--replaced by buses); my informant reached Cobourg 3½ hours late. Although the timetable shows Trains 43/87 and 80/44 as run-throughs between Ottawa and Sarnia, a change of train in Toronto is still often required.

On Dec. 22, I had a ride from Ottawa to Pickering, where I caught the 17:40 GO train; this was seven minutes late, held up by VIA 43, which was 33 minutes late.

--VIA fares were increased on Dec. 1; a one-way ticket from Toronto to Ottawa now costs \$45.

--Sleeper GREENVIEW was used on Train 49 on Dec. 7. The locomotive on Train 48 is now used on a Montreal train, instead of laying over all day.

--CP helper units were used on Train 2 several times.

--On three occasions, RDCs were deadheaded from Montreal to Toronto on Trains 34 and 49.

--VIA F40s run on Dofasco trucks--are these different from U.S. trucks?

--On Nov. 27, I glimpsed a special train eastbound at Kingston Mills, consisting of CN's track testing cars.

--The QNS&L provides passenger service between Sept Iles and Labrador City, which latter point is in the Province of Newfoundland, although not on the island.

--OC Transpo increased fares in January. A one way regular fare is \$1.60! The authority upset many riders by announcing that it would no longer accept dollar bills after April 1, in spite of these being legal tender, and the dollar coins being in short supply.

--Other Ottawa transit notes (and woes): articulated buses (10% of the fleet) become stuck easily in heavy snowfalls as they do not have enough weight upon the driven axle...Operators claim that fumes in the Orion-Ikarus buses are making them sick...The original GM articulated buses have been sold to Hamilton and Mississauga...Several buses have been painted with full body advertising displays...About 100 buses out of 750 are out of service awaiting major repairs as they last only some 13 to 15 years instead of 18 for the older buses.



THE T.C. REPORT

The report was placed before the Commission at its meeting of December 1, with considerable advance publicity having preceded the event. At the conclusion of a three-hour session the staff's conversion recommendation suffered its second reversal within two years, and the decision was made not to make a conversion decision, for the time being. The press reported that the Commission "politely but firmly rapped the knuckles of staff". Commission Chairman Jeffery Lyons said that trolley coaches will stay "if we cannot find an alternative fuel (to diesel oil)".

Toronto Mayor Arthur Eggleton was among the deputants before the meeting opposing the abandonment of trolley coaches. A TTC Operator was an unexpected speaker, urging quick replacement of the t.c. fleet because, in his view, the coaches are degenerating at a fast rate. Steve Munro, leader of Streetcars for Toronto, argued that the \$3 million saving seen by the report as a benefit of conversion could well turn out to be \$1 million in additional costs.

The whole situation was considerably muddled by the introduction of discussion of natural gas powered buses (demonstrations have been under way in Hamilton and Vancouver). The President of Ontario Bus Industries, Don Sheardown, appeared at the meeting, saying that his company was prepared to manufacture new trolley coaches at \$320,000 apiece, but that they could also produce natural gas powered buses at a unit cost of \$180,000. As a result of this and other discussion, TTC staff was directed to examine total replacement of the diesel bus fleet (and presumably t.c.'s) with natural gas units.

The essential result of the meeting is that the Toronto trolley coach operation has gone into limbo, presumably until yet another staff report comes forward. Steve Munro reacted with disgust at the turn of events, telling the press in effect that, if natural gas was worth anything as a transit fuel, it would clearly have been identified as such before now. Further



UCRS and other events and activities

by Ed Campbell

--The December Toronto meeting was a memorable one, as veteran railfan John Mills showed a wide variety of slides which included steam in Southern Ontario, logging railways in the West, the Rio Grande narrow gauge as well as the famous Royal Gorge, and the Rockwood streetcar museum, among other subjects. John has promised to return in the fall and show slides taken on his 1988 trip to the Philippines, which will include steam operation in the sugar cane areas, and Manila's new LRT line.

--Member Ed Misera is now at home, much sooner than expected. I am sure that we all hope that he will continue to recover.

--A special effort will be needed on the part of Toronto area UCRS members during the period between March 11 and March 20, when the Society will (1) have a booth at the Annual Toronto Model Railway (Model Railroad) Show, Saturday, March 12 and Sunday, March 13, at the International Centre at 6900 Airport Road, and (2) a booth at the Canadian National Sportsmen's Show, to be held between the 11th and 20th of March inclusive. As these shows overlap, a special request is being made now, well in advance, so that these booths may be adequately staffed. Please do your best to help.

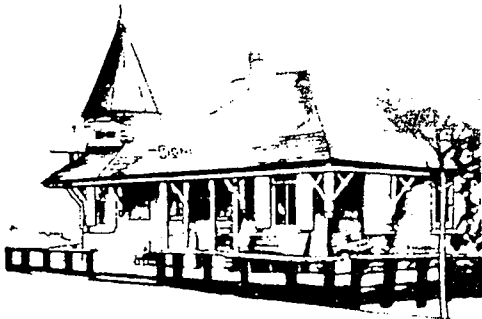
--The UCRS store had an opening on January 6. It is now located in the Earls Court Legion Hall at 6A Greenlaw Ave. (south of St. Clair Ave. West, east of Lansdowne Ave.). It is suggested that Toronto area members make a list now so that they may be ready to purchase or dispose of (at no charge) various old UCRS publications and other items when the next store opening is announced.

Friday, January 15--The regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre at College and McCaul Streets, 7:30 p.m. sharp. The entertainment will be provided by Larry Partridge, his subject being the tramways (streetcar lines) of Great Britain. Don't forget your newscast slides.

Friday, January 22--The regular Hamilton Chapter meeting at 8 p.m. in the auditorium of the Hamilton Spectator building at 44 Frid St., Hamilton. All GO Transit Hamilton buses stop on Main St. just east of Dundurn, making it just a short walk to the auditorium. For those who are driving, the Hwy. 2 bridge, closed for some time, is now open. See your GO timetable for bus times to and from Hamilton. There is a stop on King St. at Dundurn for return to Toronto or other points east--it is just a short walk from Main St. to King St. All members are always welcome at Hamilton. Featured will be newscast and other slides. Bring a friend.

Friday, February 12--OSHOME meeting at Rosedale Presbyterian Church, corner of Mt. Pleasant Rd. and South Dr., Toronto, 8 p.m., admission free.

Friday, February 19--The UCRS Annual Meeting will be held in the 6th floor auditorium of the Education Centre, College and McCaul Sts., Toronto. Members are encouraged to stand for office. This is an important meeting, and all members who can attend are urged to do so. Again, give serious thought to running for election to the Board of Directors to fill openings as may occur. There will be entertainment at this meeting, the nature of which will be announced in the February NEWSLETTER.



DON STATION AN APPEAL

(See NEWSLETTER 452, page 4)

I have been talking to a couple of the people involved in the activity plan for the Don Station, and there still seems to be confusion on the following points: 1. Who built the station (CPR, City of Toronto, etc.)? 2. If the authority that financed the project was different from the builder, who was it? 3. When was construction started and finished? 4. When was the station officially open for traffic?

On some or all of the above points there have been several references published over the years, but none have been substantiated (by reference to an official document or a newspaper) and nearly all of the references tend to disagree among themselves. It is believed that some member of the Society may well have researched the subject and can point to authentic references in the period involved (at the turn of the century) and could thus put some or all of the questions to bed.

The Association of Professional Engineers of Ontario has raised questions about original specifications and early photographs; anyone who has suggestions for sources (which may

already have been investigated) would be helpful in offering information.

--Ray Corley

(One interesting detail which the APEO has turned up is that the sheet metal siding on the station was apparently added in the 1930s following damage to the wooden station walls by a grass fire at its original Queen St. East site; any member of the Society or other NEWSLETTER reader who may be able to supply information in response to the above appeal is requested to forward same to the UCRS, from which it will be passed on the proper hands).

BY SANDY WORTHEN:

FROM NEW ENGLAND...

Some results of the unilateral settlement of the labour dispute on Guilford Industries' properties in New England and New York State are now evident. One observer reports that traffic on the Green Mountain Railroad (GMRC) and the Vermont Railway (VTR) is being strangled slowly. In late October, 1987, the four or five MOBIL unit trains of tank cars that formerly ran weekly between the Hudson River Port at Albany, N.Y. and the interchange with the VTR at Whitehall, N.Y., en route to Burlington, Vt., were tied up at Albany, with none having operated since Oct. 12. It is likely that oil shipments to Burlington have returned to the Champlain Barge Canal system.

Service on the former Boston and Maine Railroad has become so uncertain that loads on the GMRC-B&M interchange track at North Walpole, N.H. delivered by the GMRC during a week, were still there five days later. Windsor Minerals, the shipper of talc for the coated paper industry, had to reroute its shipments north on the GMRC to Rutland, Vt., thence by VTR to Burlington and a connection with the Central Vermont for the journey south, a distance of over 250 miles, compared with the 27 miles from Ludlow to Bellows Falls/North Walpole.

One day in late October, a B&M crew outlawed at North Walpole and their train was still there, waiting on the main line, 24 hours later! No replacement crew was available immediately, it was reported. There were many B&M freights on sidings all over the system waiting for crews that have been laid off or paid off.

The Delaware & Hudson Railway became the Springfield Terminal Railroad on Oct. 26, 1987. Most of the veteran crews on the D&H have retired. One wonders who will operate the railway in the future.

FROM LA BELLE PROVINCE...

Work was started in October 1987 at the planned STCUM Montreal Lakeshore bus-commuter train interchange at Dorval, Quebec. One lane of the two lane highway traffic circle was closed off to permit construction of drains and foundations, presumably for the relocation of the highways involved. CN Rail engineering crews have positioned office and storage modules just west of the VIA Rail Dorval station, on the south side of the Montreal-Toronto main line.

A late October 1987 issue of the Montreal GAZETTE reported that VIA had been ordered to discontinue operation of a highway bus service between Trois-Rivieres and Quebec City, introduced as a continuation of the Trois-Rivieres/Quebec City rail passenger service severed last Spring by the collapse of the CP bridge over the Sainte-Anne River at Sainte-Anne de la Perade. Voyageur Bus Lines contended successfully that VIA had not obtained the authority or the CTC/RTC regulatory consent to operate this service.

The same issue of the GAZETTE contained a notice that VIA would suspend temporarily one of its Montreal-Quebec City "Corridor" trains until the end of November, 1987. VIA's Toronto office confirmed that Trains 22/23, CITADELLE, would operate on Sundays only between Oct. 29 and Nov. 28, 1987, with right-of-way and track maintenance forces requiring possession of the South Shore line at times during the other days of the week.

Distribution crew: Stu Westland, John Thompson, Mal Smith, Dave Scott, Don McCartney, Norm Cardwell.

UPPER CANADA RAILWAY SOCIETY

Box 122, Terminal "A"
Toronto, Ontario M5W 1A2

ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED



PRINTED MATTER

**NEWS MAGAZINE
PLEASE
DELIVER PROMPTLY**

