Newsletter

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

Photo NEWS

A Detroit People Mover train snakes through the canyons of downtown Detroit, approaching Millender Center Station, during the first week of operation in August, 1987. --John D. Thompson

On Feb. 10, 1989, TTC Way Division crews were busy fastening girder rail to the concrete tunnel floor in Union Station Loop on the new Harbourfront LRT Line. This view looks north into the loop, from the where it joins the southbound tunnel beneath the railway viaduct. Note the plate and bolt assemblies at left, awaiting installation beneath the rails. --Ted Wickson, TTC

UP SD60M is pictured outside the GMD plant, London, Ont. on Jan. 15, 1989, awaiting delivery to its owner. These are the first UP units to be built with wide cabs. --John E. Parnell

White Pass & Yukon Route

PACIFIC AND ARCTIC RAILWAY AND NAVIGATION COMPANY
BRITISH COLUMBIA-YUKON RAILWAY COMPANY
THE BRITISH YUKON RAILWAY COMPANY
THE BRITISH YUKON NAVIGATION COMPANY, LIMITED

White Pass & Yukon trains return to Canada

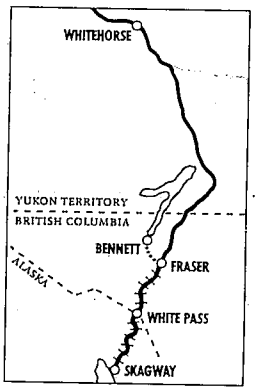
The revived White Pass and Yukon Route will extend its passenger operation into Canada in 1989. White Pass trains stopped running in October, 1982 when plunging world metal prices closed the Cyprus Anvil mine in Yukon Territory, which was the railroad's principal source of revenue. A limited excursion service operated wholly in Alaska (the southerly portion of the line) last summer, but May 23 will mark the first time that WP&Y passenger trains have crossed the border in 6-1/2 years. The train will become the only regularly scheduled international rail service between the United States and Canada west of Chicago. Daily scheduled passenger trains will operate May 23 through September 22, 1989 from Skagway, Alaska to Fraser, British Columbia, at Mile 28 on the railroad. Here the trains can connect with motor coaches on the Klondike Highway, and passengers will be able to board a bus for the journey on north to Whitehorse, Yukon Territory. Southbound travellers can board a bus in Whitehorse, ride to Fraser, and transfer to their connecting narrow gauge train on to Skagway. One-way adult fare, Skagway to Whitehorse, is $89.00 (U.S.).

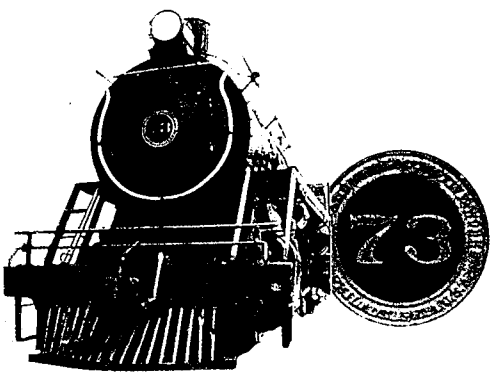
The inauguration of this rail-bus service once again makes the WP&Y a major passenger transportation carrier into the Interior. Most of the large tour operators going through the Yukon will utilize the railroad on the Skagway to Fraser portion of their trips, connecting with their own motor coaches to and from Whitehorse. Daily Skagway to White Pass Summit three hour round trip excursion trains have proved very popular, especially for cruise ship passengers, and will be continued in 1989. Adult fare is $67.00 (U.S.). In addition, the White Pass will operate a limited passenger service with a small train or track motor car from Lake Bennett, B.C. for hikers using the famous Chilkoot Trail. The rail service will pick up hikers at Lake Bennett early in the morning, and run south to Fraser where passengers can continue aboard the scheduled train on to Skagway. One-way adult fare, Bennett to Skagway, is $67.00 (U.S.)

This new service effectively re-opens the Chilkoot Trail to regular overland transportation for the first time since 1982, when the WP&Y suspended railroad operations. Renewed accessibility will bring more hikers to the popular wilderness adventure trail. The 33 mile trail had almost 3,000 hikers in 1982, but only half that number in 1988. This was largely due to the additional miles required to hike back out from Lake Bennett without the railroad operating. The Chilkoot was the route used by the majority of the Klondike stampeders to cross the Coast Range during the great gold rush of 1897-98. Today, it is a 33 mile long open air museum lined with artifacts discarded by the thousands trying to get to the Yukon. The trail is part of the Klondike Gold Rush National Historical Park in the U.S., and of the Chilkoot Trail National Historic Park in Canada.

The WP&Y was the first railroad in Alaska (1898), and it is one of only two remaining railroads operating in the state today, the Alaska Railroad being the other. Along its route travellers view the original Trail of '98, Dead Horse Gulch, Bridal Veil Falls, and Inspiration Point from the windows of the 3-foot gauge cars. Over 36,000 passengers rode the "Scenic Railway of the World" in 1988. White Pass expects traffic to double in 1989. For schedules, fares, information, and reservations prospective passengers may contact The WP&Y at P.O. Box 435, Skagway, Alaska 99840. Phone 1-800-343-7373 (U.S.)or (907) 983-2217.

WP&Y RELEASE, VIA DAVE SCOTT





"SCENIC RAILWAY OF THE WORLD"

1989 TRAIN SCHEDULE

DAILY, MAY 23 — SEPTEMBER 22

Irregular service prior to May 23. Contact agent for details.

SUMMIT EXCURSION

Leave Skagway Depot	9:00 a.m.	&	1:30 p.m.
Arrive White Pass	10:15 a.m.	&	2:45 p.m.
Return Skagway	11:45 a.m.	&	4:10 p.m.

Round-trip excursion fares: $67.00 adults, $33.50 children 12 and under

SCHEDULED THROUGH-SERVICE

SOUTHBOUND

Leave Whitehorse, Y.T. (Yukon time)	8:30 a.m.
Leave Fraser, B.C.* (Alaska time)	10:20 a.m.
Arrive Skagway, AK (Alaska time)	11:59 a.m.

NORTHBOUND

Leave Skagway, AK (Alaska time)	1:00 p.m.
Arrive Fraser, B.C.* (Alaska time)	2:35 p.m.
Arrive Whitehorse, Y.T. (Yukon time)	6:30 p.m.

*All through passengers ride WP&YR Train between Skagway and Fraser, transferring to motor coach from Fraser to Whitehorse.

One way fares: $89.00 adults, $44.50 children 12 and under

CHILKOOT TRAIL SERVICE

Mid-June through Mid-September*

Leave Lake Bennett, B.C. (end of Chilkoot Trail)	9:15 a.m.
Arrive Fraser, B.C.**	10:00 a.m.

*Contact agent for dates and conditions
**Connects with southbound train to Skagway

Chilkoot Trail Service fares:

Lk. Bennett—Fraser—Skagway (one way)	$67.00
Lk. Bennett—Fraser only	22.00

ON THE TRAIL OF '98

Upper Canada Railway Society

Newsletter

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Membership dues for the calendar year 1989 are $22.00 for addresses in Canada, and $24.00 for addresses in the U.S.A. or overseas. Please send inquiries and changes of address to the Membership Secretary at the above address.

LETTERS

Four hostile newspapers are more to be feared than a thousand bayonets. — *Napoleon Bonaparte*

End of the line for VIA Rail?

Indications are growing that federal funding for VIA Rail will be slashed in the next budget, which could lead to cancellation of many of its trains. Railway and government sources say the budget might even be the end of the line for the hard-luck corporation which took over the money-losing passenger train services of CN Rail and CP Rail in 1977.

Finance Minister Michael Wilson is expected to present the budget in April. He and his officials have dropped plenty of hints that there will be big spending cuts to bring the federal deficit down from its projected level of more than $30-billion in 1989.

VIA now costs the federal treasury about $600-million a year to cover losses in running trains and buying and rebuilding equipment. It covers about 30 percent of its costs from fares. Transport Minister Benoît Bouchard said before Christmas he was looking at snipping $100 from VIA's budget for use in a highway rebuilding program. Now it appears that Wilson might want a lot more of VIA's money as the transport department's contribution to deficit-cutting.

Whatever the Tories finally settle on, it's likely that most, if not all, of VIA's eastern and western transcontinental trains could disappear. They account for about half of VIA's deficit. Regional trains in Ontario and Québec could also be axed because they are so lightly used. VIA recorded a 10 percent increase in riders and a 13 percent increase in revenue last year over 1987, and appears headed for another healthy increase in business this year.

CANADIAN PRESS/TORONTO STAR

BUT THEN.....

Highways and airports no solution, de Belleval says

VIA Rail president Denis de Belleval has come out swinging in defence of subsidized rail travel, against a backdrop of calls for cuts in government spending. In a sometimes-bitter speech, de Belleval noted yesterday that VIA's subsidies are in the open but airlines and highway travel are heavily subsidized in ways that are not always apparent. "All nations subsidize all modes of transportation," de Belleval told a service club in Montréal. The question is not whether to subsidize, but deciding where to put the money. He said there's no conclusive evidence that passenger rail is getting more than its fair share.

Considering the overcrowding at Toronto's Pearson International Airport and highway congestion, simply building more highways and runways may not be the solution, he said. "What we thought was the future is not working."

In 1984-85, the federal transport department did not recover $678-million of the $1.2-billion spent on airport and navigation facilities, de Belleval said. This subsidy did not include millions spent on other items such as meteorological services or roads to airports. "But nobody talks about abolishing air travel."

As for highways, "gasoline taxes and bus permits do not come near to recovering the multi-billion-dollar investment made annually in highway construction and maintenance," said de Belleval, a former Québec transport minister.

He said a $1-billion expressway was recently proposed for near Toronto, "and nobody asks what the return will be. The automobile is the most subsidized system in the world."

CANADIAN PRESS/TORONTO STAR

COVER PHOTO: Thirty-five years ago, on the morning of March 30, 1954, Bob Sandusky immortalized on film a southbound Witt train on Yonge at College Street. Before the sun set that day Canada's first subway would have opened and North America's last streetcar trailer operation would have passed into history.

To the lands of the Geniuses

Part 3

By John A. Fleck

Friday, April 15 - My alarm rang at 0515 to catch the same 0558 out of Spiez that I rode yesterday, but this time I stayed with Train 702 right to its final destination, Basel. We followed the same route towards Zurich that I was on before, until just after the Olten station. Here the Zurich line swings east, but my train continued straight north over the same Aar River that flows through Bern, then immediately dove into the Lower Hauenstein Tunnel-a full 8 km (5 miles) long! Even though this is not a mountainous region of Switzerland, the terrain requires many substantial tunnels. This one, which equals in length our CP Rail Connaught Tunnel in British Columbia, was opened in 1916 to eliminate 2.63 percent gradients to the Upper Hauenstein Tunnel (where there's a Lower, there must also be an Upper)--the first lengthy tunnel in Switzerland, opened in 1858, 123 metres (375 feet) higher, but about 5.5 km shorter. The older line and tunnel still exist, and local trains run on it to Sissach where the two routes join.

We continued to Basel, Switzerland's second largest city, arriving at its SBB (Swiss) station ahead of the 0800 advertised.

The main Basel station, which handles around 500 trains a day, has two parts: the SBB section with 12 tracks under a steel arch trainshed at the east end, where internal SBB trains leave and arrive and trains between Switzerland and West Germany reverse; and the stub end SNCF (French) section with 6 tracks for trains to and from France. There are through tracks connecting the two sections. Across the famous Rhine River, still in Basel, is the Badischer Bahnhof (station) of the German Federal Railway (Deutsche Bundesbahn). This is a final stop for internal DB trains and is a brief intermediate stop for international trains.

My first activity was to make my way west along the north side of the main station to the Margarethenstrasse which crosses the tracks at the SNCF station. Here was the EuroCity train *L'Arbalete* bound from Zurich and Basel to Paris which I patronised on May 2 and 5. The French power is 1,500V DC, unlike the Swiss 15,000V AC 16-2/3 Cycle, so dual voltage shunters are used. The train was made up of the new Corail coaches as described in Part 2. A large main line SNCF electric brought a train in from France. The street I was on also carries Basel's tram lines 2 and 16, and there is quite a stiff climb for southbound trams onto the bridge. One tram really spun its wheels and created some smoke in starting!

After breakfast I purchased a Day Pass for the Basel trams for five Swiss Francs and rode around, crossing the Rhine River twice. No one asked to see my Pass, either in Zurich or in Basel. Their trams are mostly green, but some newer ones are yellow with a red stripe and one car was in the new SBB colours like the Mark IV Intercity coaches. Near the SBB station, the trams run on grassed rights-of-way. I stopped off to see the large Munster or Cathedral, and, from the Wettstein Bridge near it, I could see one of three small ferry boat lines which are tethered to overhead cables and use the stiff river current to cross either way with the help of rudder-like devices. One other unique attraction at Basel which I didn't see is the Three Countries' Corner where a pylon marks the meeting point of France, West Germany and Switzerland.

Back to the SBB Station to tape the many train and engine movements from the end of the platform with no hassle from anyone! I had my first meeting with one of those classic streamlined DB Class 103 electrics which appear in pictures along the Rhine River in the red and cream livery. Then a baggage car casually coasted past by itself-an example of the European practice of "fly-shunting." Then came the highlight of my visit to Basel--something that happens only twice a week. It was no accident that I visited Basel on a Friday! The 1134 train from Berlin came in via Frankfurt, West Germany, just one minute down, powered by a DB Class 110 electric and consisting of DR (Deutsche Reichsbahn-East German State Railway) coaches. So far, this happens every day, but today a Russian sleeping car from Moscow completed the train's consist. It was enroute to Bern, and it was attached to the front of my 1200 Intercity train from Basel to Bern. I should have walked up front and had a look at it. Effective with the Summer 88 Timetable, through USSR sleepers are running on two other days per week between Moscow and Geneva for the first time, via Biel/Bienne and Lausanne between Basel and Geneva.

Arrival at Bern was on time at 1309. This through station, built on a sweeping curve of close to 90 degrees, has therefore a north end and a west end. It was completed in 1966, replacing a smaller station, and has 11 platform tracks and one through one. Below this level are four tracks for the regional narrow-gauge commuter lines.

The north end has a great deal more action, as all the reversals take place here. Very fortunately, there is a public area outside right above this end, and a bench is placed conveniently near the railing overlooking the throat tracks and the engine yard on the left. Here I taped and photographed several trains arriving and leaving, and engines of both the SBB and the Bern Lotschberg Simplon Railway running light to take over trains reversing below. It is a superb vantage point. Another good viewing point is the Lorraine Bridge carrying a street with trolley buses over the Aar River just east of the Lorraine Railway Bridge mentioned in Part 2. From here I shot trains crossing the latter. Then I headed for Bern's world-famous clock called the Zeitglocken which has the world's oldest and biggest horological, puppet show consisting of mechanical bears, jesters and emperors doing a dance before each hour. This has been going on since the year 1530, and would you believe they showed this very clock (without the dance) in the TV mini-series "War and Remembrance"!

Then it was back to the Bahnhof to catch the 1616 Intercity to Lausanne, retracing my route to Geneva of yesterday, and then the 1731 at Lausanne over new ground on the SBB Simplon Line along Lake Geneva to Montreux-the western terminal of the Montreux Oberland Bernois Railway. Here, right across from the station, I checked into the Grand Hotel Suisse Majestic, and that it is! It is housed in an opulent and classic 19th century structure and my room was on the seventh floor-a south-west corner room overlooking Lake Geneva with mountains in the background, and the railway as well. I had even a small balcony with a table for two.

After settling in, I rode the 1928 local to Lausanne to watch the action there, which included the on time arrival and departure at 2011/2020 of the EuroCity MONT-BLANC enroute from Hamburg to Geneva which reversed here. Many European dining cars carry their own pantographs which are used during slow running and re-engining. Here it was raised during the MONT-BLANC's stop, but as it pulled out for Geneva with DB cars, the pantograph was down. I returned to Montreux on the 2031, which included sleeping and couchette cars from Geneva to Rome via the Simplon Tunnel and Milan. Then it was dinner and bed.

Saturday, April 16 - For once I could really sleep in as my departure on the flagship and pride of the metre gauge MOB, the *Superpanoramic Express*, was not until 0856. I followed signs in the hotel leading to where breakfast was being served and WOW! I came into a large classic dining room with a high ceiling, a tremendous chandelier and the waiting staff in white jackets. Talk about high living!

In 1981, the MOB inaugurated the *Panoramic Express*, consisting of new luxurious coaches with picture side and ceiling windows. It became a great success, so the MOB went ahead to introduce two new superb front view observation cars #116 and 117, built in 1985 and 1986 jointly by the railway's own Chernex workshop and a company in Biel/Bienne, Switzerland. They are a railfan's dream, as they have a high and full width,

single piece front window in a compartment with two rows of 3 and 1 seating; the second row being higher than the first. The driver's cab is behind this compartment and its front window is above the roof. As he cannot see the front at track level for shunting purposes, a video camera and monitor is provided. Two more cameras act as side and rear view mirrors. As well, a new salon bar car #115 was built with banquette seating.

These new cars created the first class only *Superpanoramic Express* which runs only on weekends, but which may be rented on weekdays if you win the Lotto 6-49! Its standard consist is the above three cars plus two BDe 4/4 motorcoaches (Second class, baggage compartment, electric, all 4 axles powered). The latter are quite common in Switzerland and they perform the dual function of providing traction and seating in the same car. In this case, however, the second class seating is not used.

Soon after the 0820 *Golden Pass* pulled out, my train came in right opposite the southbound SBB Simplon Line track. Knowing in advance what its consist would be, I gave considerable thought as to which of the two observation cars I would ride in each way on my round trip to Zweisimmen. As the run is basically east-west and as it would all be in the morning, with a Montreux return at 1215, I decided to ride the rear car eastbound which would become the front car westbound. That way the sun would always be behind me for photography purposes, and I would have the single front seat ahead of all the passengers who would get on at Zweisimmen. Upon boarding, I was most surprised to discover that seat belts were provided. I guess they would come in handy when you are ascending 7.3 percent gradients at the rear or descending at the front. Despite these gradients, the MOB has no rack sections. Departure was on time, and it wasn't surprising that I had the whole car to myself. During the eastbound portion of the ride, I took a series of still pictures with my Konica FS-1. That way no one could tell from them that I was riding backwards.

Immediately upon leaving the station we started to climb steeply and thus ascended 691 metres (2106 feet) in about 12 km (7.5 miles)! Then came a 2.5 km (1.5 mile) tunnel into the Sarine Valley and superb scenery was on hand during all of the 75 km (47 miles) to Zweisimmen. Soon before arrival, a German lady came in from the other end and asked me to hold seats for her and her husband. I did, and she returned with him saying "Danke, danke, danke"! I then made sure that I wouldn't have to leave my seat for any reason during the return trip to Montreux.

The train had barely stopped in the station when the (now) front compartment immediately filled with people. Having purchased two 2-hour batteries for my camcorder in Toronto in addition to the one-hour one that came with it, I prepared to shoot about 95 percent of the return run, omitting only the long tunnels and a few seconds during changes of batteries and tapes. I made sure during the whole European trip that I broke off the little tab on each tape cartridge after finishing it so I could never accidentally erase priceless material. Fellow camcorderers take note.

After only 5 minutes, our return ride began. In front of me were two push buttons for the large window wipers and washers. I activated the former after passing through some tunnels. The long and spectacular descent into Montreux overlooking Lake Geneva was a great climax to the ride and we stopped at 1224, 9 minutes down.
Right beside the MOB and owned by it is the rack-and-pinion line to Rochers-de-Naye with a gauge of 80 cm, gradients of over 22 percent (!), a length of 10.5 km (6.5 miles) and a climb of 1,589 metres or almost 1 full mile. It uses the Abt style of rack which is a single row of gear teeth in the centre of the track engaged by a pinion mounted on a horizontal shaft on the motorcoaches, which have a blue and cream livery. My 1300 train had two little freight cars loaded with hang-gliders at the front. It is common Swiss practice to push these cars uphill to avoid runaways, which would get up a pretty good speed on a 22 percent gradient. The two motorcoaches were therefore crowded with hang-gliderers.

During the 55-minute run, it was quite amusing to see these colourful hang-gliders bouncing along. At the top, it was fascinating to watch and tape them taking off and swooping down with the ground a full mile below.

After lunch I took the 1500 back down, taping most of the descent, then caught the 1609 SBB train to Lausanne, the 1637 Intercity to Bern, and the 1828 BLS train to Spiez where I returned to the Bellevue Hotel for one full week.

Next: to Luzern via Langnau; the Luzern Stans Engleberg Railway; by cable cars to Klein Titlis; the metre gauge Brunig line of the SBB; AND the pinnacle, both literally and figuratively, of a railfan's life: Jungfraujoch! All of this in the next two days.

CN Danville Subdivision abandonment

The National Transportation Agency on February 8, 1989, granted CN authority to abandon the operation of the Danville Subdivision, between Chaudière and Richmond, Québec. The Agency concluded that the operation was uneconomic. CN incurred losses for 1984, 1985 and 1986 of respectively, $715,459 (with 1190 carloads), $868,055 (with 832 carloads) and $913,651 (with 547 carloads). The decision followed a public hearing held in Victoriaville on June 14 and 15, 1988.

CN's evidence showed that, to reach the break even point, the Danville Subdivision would have to generate 2476 carloads yearly. The NTA noted in its decision that the projected carloads for the line would be at best 800 a year. Furthermore, there was no indication that economic activity in the area would improve to the point of generating any further increase in carload traffic. The NTA also found that many of the shippers already make significant use of alternative transportation services. The abandonment will take effect in six months to allow regional industries still being served by CN to make other arrangements.

NTA Release and Julian R. Bernard

UTDC to help build Turkish subway

Turkey signed a contract recently as part of a Canadian-led consortium for the construction of a $700-million subway system in Ankara. The consortium includes the Turkish firm Gama-Guris. Mayor Mehmet Altinsoy said that the first 14 kilometres (9.7 miles) of the subway system will be completed in about four years. Trains will run between the downtown district of Kizilay and the western suburban areas of Batikent.

There will be 12 stations on the line, expected to carry about 600,000 commuters daily in this city of 3 million people. Plans call for the subway to extend to about 50 kilometres (33 miles) by 2015. The first section will carry 600,000 passengers a day on 108 UTDC H-6 type subway cars similar to the TTC's newest equipment. However, Ankara's subway trains will be more advanced than Toronto's--fully automatic and driverless, with an attendant on board in case of emergency. The cars will be built at Thunder Bay, Ontario.

Ankara has 1,000 municipal transit buses, 200 privately owned buses and 2,000 mini-buses, carrying 3 million passengers a day.

Combination of press reports

DETROIT DPM UPDATE

by Julien R. Wolfe

Detroit's Downtown People Mover (DPM) has operated in regular service since July 31, 1987, and to date has been a success in several ways, though in other respects it has not lived up to expectations. Using Urban Transportation Development Corporation (UTDC) technology that is virtually the same as Toronto's Scarborough RT line and Vancouver's SkyTrain, the single track, 2.9-mile loop has become the symbol of a very weak, deteriorated downtown that is attempting to begin an ongoing redevelopment, using the DPM to assist in this effort, against great odds.

Conceived as early as 1971, the concept of a downtown distribution loop in Detroit initially was looked at as a desirable adjunct to a Woodward Avenue rapid transit line, itself initially looked at as a "heavy rail" system until the mid-1970's, at which time the European concept of light rail came out of the North American closet. For complex social, economic and political reasons, the Southeastern Michigan region could not agree upon a rail project for Woodward Avenue, or any other location, though millions of dollars were spent in sincere but naive efforts to engineer such a project up to 1984.

Unfortunately, the very real city-suburban split widened during the 1980's, fed by distrust, racial disharmony, and the increasing emergence of the Detroit area suburbs as the true economic driving force of the region. As city-based auto plants closed or were "down-sized" (a few new ones were built, or planned, but with a net loss of jobs), a raging suburban expansion, particularly in Oakland County, north of Detroit, let to a band of office and high-tech development stretching almost 50 miles, from Auburn Hills, east of Pontiac, through the "post-industrial" growth cities of Troy, Southfield and Farmington Hills, along the I-696, I-275 and M-14 highway corridors to the New England-like university city of Ann Arbor. Interestingly, all of this development studiously avoided the City of Detroit, and virtually all depended on the automobile for transportation to and from jobs, to the point where the wide grid-like suburban highway and arterial network is moving ever closer to rush hour gridlock, even as major downtown streets remain lifeless at 5:00 p.m.

It is against this background that the City of Detroit decided that the DPM was necessary, not so much as a transportation device, but rather as a required ingredient for the overall recipe for downtown growth. At the start of the 1980's the Southeastern Michigan Transportation Authority (SEMTA) board travelled to the UTDC Kingston test track to look at the Linear Induction Motor (LIM) rail based technology being developed there, then flew on to France to look at Lille's "VAL" automated rubber tired transit technology being promoted by Matra. The SEMTA board ultimately selected UTDC's system, in part due to concerns that the rubber tired Matra technology would require expensive guideway heating systems during Detroit's snowy winters, and in part because Miami had already selected a rubber tired mode for its people mover (tying in with the Metrorail line). The prevailing wisdom was that the Urban Mass Transportation Administration (UMTA) of the U.S. Department of Transportation, which in the 1970s was promoting downtown people mover systems, wanted to test differing DPM modes.

However, by 1980 the new Reagan administration had come to power in the United States, and actively opposed DPMs as being wasteful and expensive. It was only through adroit political actions in the U.S. Congress that funds were "line itemed" into the budget for the Detroit line, ironically supported by a conservative Republican Congressman.

That the DPM was built in Detroit at all was due to two major factors. First, the approximately $137-million (all figures are in U.S. dollars) estimated cost for the facility was considered reasonable, and unlikely to interfere with the region's other capital needs, including the Woodward light rail line then being planned. Secondly, the estimated daily ridership of 70,000 fares, later revised down to 40,000 daily trips, was considered enough to cover all DPM operating expenses, thus not threatening existing or planned suburban bus services.

Of course, by 1984 it became painfully clear that the total cost for the facility would reach $210-million, while DPM daily ridership was revised down to as low as 10,000 trips by a variety of parties, including UMTA consultants. At the same time, serious quality control problems sprang up during the construction phase, leading to suspension of construction for over one year, as senior SEMTA officials left and a complex agreement was worked out by UMTA, the City of Detroit, the State of Michigan and SEMTA. This agreement transferred all responsibilities for the completion and ultimate operation of the DPM to a new City agency, called the Detroit Transportation Corporation (DTC). In all fairness to SEMTA, costly last minute changes to the design were necessary in several cases due to development plans announced without warning by the City of Detroit. Other cost increases resulted from unexpected construction difficulties arising in several areas where design engineering had not been completed prior to construction startup. This rush to build prior to completion of all homework was at least in part due to certain deadlines imposed by UMTA.

By late 1985 the transfer from SEMTA to DTC was complete, and the firm of Turner Construction was brought in to survey the chaos, and complete the project. By mid-1986 all structural weaknesses had been noted and corrected, and a very efficient construction schedule was maintained.

The fallout from the DPM debacle continued, however, with the conservative Detroit News using this whole affair to "illustrate" how inefficient and bungling public agencies were, as typified by SEMTA. The fact that SEMTA ran a most efficient suburban bus operation was hardly noticed, and plans to "reorganize" SEMTA sprang up from a variety of political interests. (It is interesting to note that the News devoted considerably more space to SEMTA's $73-million "overrun" than it did to a multi-billion dollar fiasco

in the private sector, involving a nuclear power project by Consumer's Power, that never came on-line.)

By 1986 and 1987 the national press, such as the Wall Street Journal, also used the DPM as an example of government waste (along with Miami's Metrorail Project), coining terms like "mugger mover" to plant seeds of fear into an already crime fearing public. It is against this background of fear, both of crime and cracked beams, with many suburbanites vowing never to ride this contraption, that a truly amazing thing has happened. Service has been virtually flawless since the DPM opened, and it is almost a sign of suburban "yuppie" pride to say "I have ridden the People Mover". Indeed, it has become perhaps the most successful, and expensive, single tourist ride in the United States, a purpose that, of course, it was not built to serve.

Current operating hours are 7:00 a.m. to 11:00 p.m., Mondays through Thursdays, 7:00 a.m. to midnight on Fridays, 8:00 a.m. to midnight on Saturdays, and noon to 8:00 p.m. on Sundays. Nighttime service is extended when necessary during major events, and trains can be seen operating as early as 6:30 a.m., though it is not clear if the stations are open that early. Headways are every 3 to 4 minutes, and the fare is 50 cents. To date, the promised change and token machines have not been provided at the 13 stations. Although some single-car trains operated at the very start of service, all service is now provided by 2-car trains. There is a total of 12 cars on the property (Numbers 001 to 012), and all are cabless and driverless. However, controls are apparently built into a front wall bulkhead, and manual operation does take place during certain non-revenue hours, and possibly during the first daily loop of the system.

Bus transfers are not accepted, nor are any issued at DPM stations. Ridership follows a very variable, and for a "transit" line, bizarre, pattern. Virtually no one rides the system during the 7:00 a.m. to 9:00 a.m. weekday rush hour period. Lunch times generate some ridership, even standees, during good weather periods.

Although the City claims average daily ridership is around 11,000 trips, it apparently can be as low as 5,000 on cold, wet Mondays. The heaviest riding comes during special events, such as home shows and boat shows at the newly expanded Cobo Hall. One popular routine is for people attending Detroit Red Wings hockey games at the Joe Louis Arena to eat at Greektown, then board the DPM to the Joe Louis Arena Station. This station, virtually empty at most times, sees Yonge Street-style crush loads before and after games, with over 100 passengers crowding each of the bus-sized cars. Unfortunately, during such times, crowd backups become normal, limited by 2-car trains and platforms, and uni-directional operation.

The highest daily ridership came on Saturday, January 14, 1989, when over 54,000 trips were handled, mainly to and from the popular Detroit Auto Show at Cobo Hall. Indeed, ridership was so heavy during the nine day show that a "relief" shuttle bus line was started between Greektown and Cobo Hall. However, it is the DPM that the people want to ride, with its constantly changing vistas of downtown Detroit, from the empty and forlorn areas around Broadway, grand Circus Park and Bagley Street, to the new riverfront developments, including the Renaissance Center and the Millender Center.

It is on weekends, especially in the summer, or during the Christmas period, that suburbanites bring their families to "ooh and ah" as the cars wind around the serpentine route, including two plunges through buildings. Owing to the curves, speeds never exceed 30 m.p.h., and the noise problems plaguing the Vancouver and Toronto lines are noticeably absent from Detroit.

One casualty of the DPM's "success" has been the Detroit trolley (tour tram) operation, which this winter has operated on an erratic 30-35 minute headway, when it operates at all. Only car No. 3 (from Lisbon, Portugal) seems to work, and not at all times. Ridership is virtually zero, as the slow, bumpy trolley serves little purpose on cold days, operating to largely-vacant Washington Boulevard. Sadly, one is led to suggest that the trolley operate only during the April to September period, and then only on Fridays, Saturdays and Sundays. Perhaps some trolley ridership could develop if the City marketed a joint DPM-Trolley ticket, as the trolley comes within a block of the DPM at both ends of the line. It is unlikely, however, that this will happen.

The current DPM deficit is estimated at $7-million annually, made up by the City of Detroit appropriations. The primary expense contributing to this has been the creation of a DPM armed police force, which virtually blankets the DPM stations and cars. It is this perceived safety that has led to such overwhelming suburban acceptance. Although TV surveillance is still there, SEMTA's original plan was to rely only on this high-tech display, with guards sent to certain areas after the fact.

Finally, the momentum set in place to restructure SEMTA was finally realized in December, 1988, with the Michigan Legislature creating a Regional Transportation Coordinating Council (RTCC) to oversee the city's bus service (D-DOT) and the suburban service, under direct control of the region's four most powerful politicians, including the Mayor of Detroit. This has finally killed the original dream of the 1967 SEMTA legislation for a merged regional bus system. The new suburban board under the RTCC quickly elected for change (of sorts) by dropping the SEMTA name for SMART–Suburban Mobility Authority for Regional Transportation. Unfortunately more substantive change is unlikely until some regional tax is passed to support public transportation, a most unlikely event given that there are only 30,000 SMART bus trips a day, 40 percent of which are taken by city residents going to and from the suburbs, out of a 3 million suburban population.

NOTES FROM OTTAWA

By J. M. Harry Dodsworth

I rode Train 44 from Toronto to Ottawa on January 29, 1989 and am happy to report a perfect trip. It was pleasant, comfortable and on time to the minute (the running time is 4 hr. 2 min. as this train stops at Belleville). Another excellent journey on Train 45 was had on February 17, 1989; we were seven minutes late, caused because train 67 was 19 minutes late passing Brockville and delayed us all the way. Unusual sightings: an LRC car on a siding at Brockville and Train 10, the *Canadian* in Toronto with power consisting of an F40 and two F9B's.

The Québec Government has agreed to pay $1.4-million towards the restoration of the Wakefield train service, provided that the Federal Government matches that amount. There are still many financial and practical problems to overcome before the project gets under way.

After the record cold weather on the Prairies, Train 2 arrived in Ottawa one day recently 24 hours late.

Windsor Station turns 100

The following text, by Walter Buchignani of the Montréal Gazette, accompanied a "photo essay" of CPR Windsor Station as presented in the February 5, 1989 edition of that newspaper.

In 1909, it was the site of a spectacular crash. In 1939, it greeted King George VI and Queen Elizabeth. And in the early 1970s, it narrowly escaped the wrecker's ball. The majestic Windsor Station enters a new era in its history this weekend–it turns 100 years old.

It was a century ago that the first steam engines left the station, at the corner of La Gauchetière and Peel Streets, for Windsor, Toronto, Detroit, and the Eastern Townships. The solid limestone structure has undergone several expansions and renovations since that early February day in 1889, but it continues to stand as a glorious Montréal landmark. "This building has a lot of character," says railway historian Omer Lavallée, who worked at the station for 44 years before retiring as corporate historian and archivist in 1986.

A resident of Lachine and recipient of the Order of Canada, Lavallée, 63, reminisced with the Sunday Gazette during a tour of the station the other day. The bright and airy concourse was virtually empty on this mid-afternoon. The station now serves solely the Montréal-Rigaud commuter train, which carries an estimated 12,000 passengers each day.

Lavallée said the busiest period in the history of Windsor Station was during the Second World War. "I started working here in 1942," he said, "and I can tell you the concourse was always full of people in uniforms, as well as civilians travelling on business." It was just before the war, in 1939, that King George VI and Queen Elizabeth toured Canada, departing from Windsor Station.

Construction of the building, owned by the Canadian Pacific Railway, began in 1887 at a cost of $300,000. The structure underwent several expansion phases, the latest in the mid-1950's.

The only disaster in the station's history struck on St. Patrick's Day, 1909, when a runaway Boston express plowed through the walls into the waiting room and killed three children and a woman. The train's engineer also died. "The most pathetic feature of the wreck," according to The Gazette at the time, "was the homecoming of W.J. Nixon, a train dispatcher from Medicine Hat, who was coming home to visit his family, but only arrived to find his wife and two children dead." Lavallée said the death toll would have been much higher were it not for the quick-thinking stationmaster, Thomas Whelan. "He was the one who saw the train coming and got people out of the way. There could have been 40 or 50 deaths if it weren't for him."

Another near-tragedy of a different kind took place in the early 1970s, when CP seriously considered tearing down Windsor Station to erect an ambitious office-residential complex. Passenger traffic had been on a steady decline as the post-war boom meant more people could afford cars. But a lobby group calling itself Friends of Windsor Station helped pressure CP to reconsider.

VIA Rail, which had taken charge of passenger trains from CP and Canadian National Railways in 1977, moved its operations from Windsor to Central Station in 1985. Since then, CP has been running the Rigaud line for the Société de Transport de la Communauté de Montréal.

From John Welsh via Sandy Worthen

CANADIAN PACIFIC
RAILWAY LINES
WORLD'S GREATEST TRAVEL SYSTEM

Gare WINDSOR Station

(Except where otherwise indicated) — (Sauf indication contraire)

Arrivals — Arrivées			Departures — Départs		
Tr.	Hr.	From — De	Tr.	Hr.	Destination
	AM			AM	
2	* 7.00	Vancouver	597	§ 7.50	Smiths Falls
357	* 7.30	Quebec	577	† 8.10	Vaudreuil
233	† 7.35	Valleyfield (N.Y.C.)	503	† 8.30	Ottawa
546	† 7.40	Rigaud	202	* 8.40	Sherbrooke
22	* 7.45	Chicago	453	† 8.45	Labelle
51	* 8.00	Saint John	232	* 9.00	New York (N.Y.C.)
209	* 8.10	Boston	421	* 9.05	Ottawa
574	† 8.15	Vaudreuil	354	* 9.10	Quebec
235	† 8.20	Malone (N.Y.C.)	35	† 9.15	Toronto
221	* 8.30	New York (D.& H.)	●5	* 9.15	Toronto-Detroit
510	† 8.45	Rigaud	236	a 9.25	Valleyfield (N.Y.C.)
225	* 8.50	Albany (D.& H.)	212	* 9.30	Boston
518	* 9.15	Point Fortune	220	*10.00	New York (D.& H.)
8	* 9.20	Vancouver		PM	
237	* 9.50	New York (N.Y.C.)	517	*12.15	Point Fortune
89	¢11.10	Megantic	427	k 1.10	Ottawa
89	¶11.10	Saint John	513	k 1.15	Rigaud
552	†11.45	Ottawa	573	k 1.20	Vaudreuil
213	†11.55	Newport	362	k 1.25	Quebec
	PM		204	k 1.30	Megantic
80	†12.15	Perth	238	k 1.35	Valleyfield (N.Y.C.)
578	† 1.50	Vaudreuil	15	* 3.00	Chicago
289	a 1.55	Valleyfield (N.Y.C.)	40	† 3.45	Saint John
580	k 3.35	Vaudreuil	505	† 4.00	Ottawa
241	k 4.10	Valleyfield (N.Y.C.)	29	† 4.15	Perth
514	* 4.55	Point Fortune	240	a 4.25	Malone (N.Y.C.)
207	k 5.00	Sherbrooke	519	a 5.15	Point Fortune
428	k 5.15	Ottawa	579	† 5.20	Vaudreuil
●14	* 5.15	Chicago-Toronto	242	† 5.25	Valleyfield (N.Y.C.)
353	* 5.30	Quebec	214	† 5.30	Newport
203	a 6.25	Sherbrooke	575	† 5.50	Vaudreuil
504	* 6.40	Ottawa	515	§ 5.50	Rigaud
16	† 7.15	Toronto	521	a 6.20	Rigaud
223	* 7.20	New York (D.& H.)	533	k 6.20	Point Fortune
211	* 7.30	Boston	244	* 6.25	New York (N.Y.C.)
584	† 7.45	Vaudreuil	356	† 6.30	Quebec
454	† 7.50	Labelle	42	* 7.00	Saint John
508	§ 8.30	Smiths Falls	7	* 7.50	Vancouver
245	§ 8.35	Malone (N.Y.C.)	224	* 8.15	Albany (D.& H.)
458	§ 9.05	Labelle	507	§ 8.20	Ottawa
520	§ 9.10	Rigaud	210	* 9.00	Boston
249	† 9.45	New York (N.Y.C.)	1	*10.15	Vancouver
424	* 9.50	Ottawa	222	*10.30	New York (D.& H.)
555	*10.00	Quebec	21	*11.15	Chicago
6	*10.30	Toronto	523	‡11.25	Rigaud
506	§10.35	Ottawa	549	‡11.25	Point Fortune
205	§10.40	Sherbrooke	358	*11.30	Quebec
			246	‡11.35	Valleyfield (N.Y.C.)

●Gare BONAVENTURE Station

Train times not guaranteed — Heures des trains non garanties

Explanation of Signs: — *Daily. †Daily except Sunday. ¶Daily except Monday. ‡Daily except Saturday. §Sundays only. ●Daily except Saturday and Sunday. ¢Mondays only. kSaturdays only.

Renvois: — *Tous les jours. †Dimanche excepté. ¶Lundi excepté. ‡Samedi excepté. §Dimanche seulement. ¢Samedi et dimanche exceptés. ¢Lundi seulement. kSamedi seulement.

Arrivals and departures at Windsor Station in its glory days, as extracted from CPR Folder "D" Public Timetable of September 25, 1938.

CV finishes track repair project

The Central Vermont Railway has completed repairs on the 49 mile stretch of track between Windsor and Brattleboro, Vermont, permitting the *Montréaler* to resume service. CV purchased the route from Amtrak last september after a complicated series of events. In early 1987, Amtrak deemed the trackage, formerly owned by Guilford Transportation Industries, unfit for its passenger service

between Montréal and Washington. After Amtrak and Guilford could not agree on terms for improving the deteriorated track, Amtrak--for the first time--used eminent domain powers given it by the U.S. Congress to have the line condemned. Amtrak then purchased the line from Guilford for $2.3-million and sold the track to CV for the same price. Guilford will have trackage rights over the route.

"We would not condemn a piece of railroad for our own use," Amtrak President W. Graham Claytor Jr. explained. "This happened only because we had a freight railroad that wanted to take it over." The latter took over the Connecticut River line and began a $3-million rehabilitation effort on September 14, 1988. About 54,000 ties and six and a half miles of welded rail were installed during the three month accelerated rehab effort. As many as 1850 ties were replaced in one day. Ten public highway crossings and 35 private crossings were rebuilt, and turnouts were raised, lined and timbered. Equipment for the project was a combination of CV's maintenance-of-way machinery, and machines sent by Grand Trunk Western Railroad (which, like CV, is a subsidiary of Grand Trunk Corporation) and Amtrak. Freight speeds on the line are up to 40 m.p.h. and the track is rated at 59 m.p.h. for passenger service. Amtrak is expected to resume the *Montréaler* over the route later this year. While the rehab work raised the speeds for freight and passenger trains, it also opened up an interchange for CV with the Green Mountain Railroad at Bellows Falls, Vermont.

In a December 20, 1988 celebration marking completion of the project, CV President Gerald L. Maas said, "This golden spike ceremony commemorates far more than the planned restoration of passenger service in 1989. This breaks a barrier to New England transportation growth."

MODERN RAILROADS (SHORT LINES AND REGIONAL)

Southern Ontario District

Yard Assignments
Road Switchers
Wayfreights
December 16, 1988

CITY

TRAIN	Time	Designation/route (Parentheses: as required)	Days
	01:00	East Yard	Mo-Fr
	08:00	Rail Saw	Mo-Fr
	16:00	Commercial	Mo-Fr
518	08:00	Picton-Oshawa	Mo-Fr(Sa)
519	07:30	Kingston-Gananoque	Mo-Fr(Sa)

POWER: 3 GR12/GR17/MR18
RADIO: Channel 4

BELLEVILLE

	15:00	Yard	Mo-Fr
590	09:00	30-mile radius	Mo-Fr(Sa)

POWER: 2 GR17/MR18
RADIO: Channel 4

BROCKVILLE

	08:00	Cornwall Street Ry.	Mo-Sa
591	10:00	Roustabout	Mo-Fr

POWER: 2 GR12
RADIO: Channels 4 and 5

CORNWALL

	07:00	Dain Yard	Mo-Fr
	15:00	Dain Yard	Mo-Fr
	23:00	Dain Yard	Mo-Fr

POWER: 1 GS412
RADIO: Channel 4

DAIN CITY (Welland)

	08:00	Brant	Mo-Fr
442	22:00	MacMillan Yard	Mo-Fr
560	09:00	Paris-Dundas-Caledonia	Mo-Fr(Sa)
561	10:00	Simcoe-Cayuga-Nanticoke	Mo-Fr(Sa)

POWER: 1 GS12, 3 GR17, 2 GF430
RADIO: Channels 4 and 5

BRANTFORD

	00:01	Don	Daily
	05:00	Scarboro	Mo-Fr
	06:00	Mimico	Mo-Fr
	06:00	Don Harbour	Mo-Fr
	10:00	Don Harbour	Sa
	13:00	Scarboro	Mo-Fr
	14:00	Mimico	Mo-Fr
	15:00	West Toronto	Mo-Fr
	16:00	Lower Don	Su-Fr
	21:00	Mimico	Su-Fr

POWER: 7 GR12, 1 GS12
RADIO: Channel 4 for Mimico
Channel 5 for Don Yard/Scarborough

DON/SCARBOROUGH/MIMICO (Toronto)

	00:01	Roustabout	Ex Tu
	07:00	Utility	Daily
	08:00	Roustabout	Daily
	15:00	Utility	Daily
	16:00	Roustabout	Daily
	23:00	Utility	Mo-Sa
569	15:30	Port Colborne-Welland	Mo-Sa

POWER: 2 GS412, 1 GR17
RADIO: Channel 4

FORT ERIE

	08:30	Goderich Yard	Mo-Fr

POWER: 1 GR17
RADIO: Channel 4

GODERICH

580	07:30	Road Switcher	Mo-Fr(Sa)

POWER: 1 GR17
RADIO: Channel 4

GUELPH

	06:30	Parkdale	Daily
	07:00	Middle	Daily
	07:30	Far East	Mo-Fr
	07:30	Ottawa	Mo-Fr
	08:00	Roustabout	Mo-Sa
	16:00	Parkdale	Su-Fr
	16:00	North	Mo-Fr
	15:30	Shed	Mo-Fr
	23:00	Beach Line	Daily
	23:59	Yard	Mo-Sa
	23:59	North	Sa-Th
557	07:30	Mimico	
555	08:30	Tansley-Burlington	

HAMILTON

562	09:30	Aldershot-Stoney Creek	
556	18:45	Oakville-Mimico	

POWER: 7 GR12, 4 GR17, 4 GF430
RADIO: Channel 5

KITCHENER

	07:30	Yard	Mo-Fr
	15:30	Yard	Mo-Fr
	23:30	Yard	Mo-Fr

POWER: 1 GS12
RADIO: Channel 4

LEAMINGTON

577	13:00	Comber	Mo-Fr(Sa)

POWER: 1 GR17
RADIO: Channel 4

LONDON

	00:01	Race Course	Mo-Fr
	08:00	Race Course	Mo-Fr
	16:00	Race Course	Mo-Fr
511	10:30	Sarnia-Ilderton spur	Tu Th
511	09:00	Sarnia-Ilderton spur	Su
511	10:30	Sarnia-Petrolia spur	Mo We Fr
583	11:30	Woodstock-(Paris)	Mo-Fr(Sa)
585	22:30	Woodstock-(Paris)	Mo-Fr(Sa)

POWER: 3 GS12, 4 GR17
RADIO: Channel 8

Transfers from MACMILLAN YARD (Toronto)

K027	22:00	Don-Mimico-Malport	Mo-Fr
K027	22:00	(May go via Bala sub)	(Sa)
K037	17:30	Don-Scarborough	Mo-Fr

MERRITTON (St. Catharines)

549	08:00	30-mile radius	Mo-Fr
549	09:00	30-mile radius	Sa
550	11:00	30-mile radius	Su-Fr
551	16:00	30-mile radius	Mo-Fr
551	07:30	30-mile radius	Su

POWER: 2 GS12
RADIO: Channel 4

NIAGARA FALLS

	07:30	East End	Mo-Fr
	10:00	West End	Mo-Fr
	15:30	Switcher	Su-Th
566	12:00	Road Switcher	Mo-Fr(Sa)

POWER: 4 GR17
RADIO: Channels 1 and 4

OAKVILLE

	08:00	CN	Mo-Fr
	09:00	CN	Mo-Fr
	15:00	CN	Mo-Fr
	22:30	CN	Su-Th
	23:59	CN	Mo-Fr

POWER: 3 GS12
RADIO: Channel 5

OSHAWA

	01:00	Yard	Mo-Fr
	07:30	Yard	Mo-Fr
	08:00	Yard	Mo-Fr
	09:00	Yard	Mo-Fr
	11:00	Yard	Sa-We
	14:30	Yard	Mo-Fr
	17:00	Yard	Mo-Fr
548	08:00	Ajax	(Su)Mo-Fr
546	11:00	Guildwood	(Su)Mo-Fr

POWER: 2 GR17/MR18, 2 GS12, 2 GR12
RADIO: Channel 4

PORT ROBINSON

564	07:00	30-mile radius	Mo-Fr
564	09:00	30-mile radius	Sa
567	15:00	30-mile radius	Su-Fr

POWER: 1 GR17
RADIO: Channel 4

SARNIA

	00:01	Tower Utility	Ex Su, We
	00:01	Boat	We-Su
	00:01	Front Lead	Daily
	00:01	B/H Utility	Ex Su
	00:01	Industrial	Tu-Sa
	01:00	Tunnel Motors	Daily
	06:30	Eastbound	Daily
	07:00	Roustabout	Mo-Fr
	08:00	Front Lead	Daily
	08:00	Boat Utility	Daily
	08:00	Bunkhouse	Daily
	08:00	I.O.X.	Mo-Fr
	08:00	Utility	Mo-Fr
	10:00	Bunkhouse	We-Fr
	12:00	Roustabout	Mo-Fr
	13:30	C-I-L	Daily
	14:30	Eastbound	Daily
	15:00	Plank Road	Tu-Sa
	16:00	Tower Utility	Mo-Fr
	16:00	Front Lead	Daily
	15:00	Tunnel Motors	Daily
	16:00	Bunkhouse	Daily
	16:00	Industrial	Mo-Fr
	16:00	Boat	Daily
	17:00	Commercial	Su-Th
	22:30	Eastbound	Daily
	23:00	Flank Road	Tu-Sa
	22:30	Tunnel Motors	Daily

RADIO: Channel 4

ST. THOMAS/ST. THOMAS SOUTH

	08:00	Yard	Mo-Fr
582	09:30	Tillsonburg-(Simcoe-Cayuga)	Mo-Fr(Sa)
584	19:30	Glencoe-London	Mo-Fr(Sa)
513	13:00	Hewitt-Fargo	(As req'd)

POWER: 3 GR17
RADIO: Channel 4 for yard
Channel 1 for main line

STRATFORD

516	07:00	Newton, Kincardine, Owen Sound, Southampton, Guelph subdivisions	Mo-Fr(Sa)
581	09:00	Goderich, Exeter, Forest, Guelph subdivisions	Mo-Fr(Sa)

POWER: 4 GR17
RADIO: Channel 4

TALBOTVILLE (St. Thomas)

572	07:00	Road Switcher	(Su)Mo-Fr
573	08:30	Road Switcher	Mo-Fr(Sa)
574	15:00	Road Switcher	Mo-Fr(Sa)
571	16:30	Road Switcher	Ex Sa
575	23:00	Road Switcher	Ex Sa
576	00:01	Road Switcher	Mo-Fr(Sa)

POWER: 3 GR12
RADIO: Channel 4 or 33

WINDSOR

07:30	Van de Water	Daily
07:00	Compound	Mo-Fr
07:30	Boat Yard	Daily
08:00	Eastbound Boat	Daily
08:00	Van de Water	Mo
15:30	Boat Yard	Ex Su
15:30	Van de Water	Daily
15:30	Little Yard	Ex Su
16:00	Boat	Daily
16:00	Van de Water	Mo-Fr
23:30	Van de Water	Daily
23:59	Boat Yard	Mo-Fr
514 07:45	Glencoe-(Komoka)	Mo-Fr
570 11:00	30-mile radius, Flat Rock	Ex Mo

POWER: 9 GR12/GS8/GR17, 2 GF430
RADIO: Channel 4, FRA Channel 3

MAGAZINE REVIEW - "THE NEW ELECTRIC RAILWAY JOURNAL"
Reviewed by John D. Thompson

During the last 20 years the electric rail transit industry in Canada and the United States has enjoyed a tremendous revival. New systems have been opened in Calgary, Edmonton, Vancouver, Portland, San Jose, Sacramento, San Diego, Miami, Atlanta, Washington, Baltimore and Buffalo; construction is underway or close to commencing in Los Angeles and St. Louis, with Minneapolis-St. Paul in the wings. Existing systems have constructed extensions, rebuilt stations, and purchased new rolling stock.

Ironically, while all of this encouraging activity has been taking place, there has been no suitable railfan publication to chronicle it. The most obvious journal would have been HEADLIGHTS, the newsletter of the New York based Electric Railroaders' Association. However, this publication has for many years been plagued by chronic lateness (over two years behind schedule), resulting from a lack of volunteers to do the necessary research and writing to the standard earlier set by the publication.

Two of the main monthly railroad magazines, RAILFAN & RAILROAD and PASSENGER TRAIN JOURNAL, have attempted to fill the void with news columns. Those efforts help to keep us informed of what is happening, but space limitations prevent much in-depth reporting. Industry publications such as PASSENGER TRANSPORT, published by the American Public Transit Association, are not generally known to the average traction fan and in any case also contain substantial non-rail material.

Enter "THE NEW ELECTRIC RAILWAY JOURNAL", a 56-page slick paper quarterly magazine, the first issue of which (Autumn 1988) recently made its debut. Published by the Free Congress Research and Education Foundation (whatever that may be) in Washington, D.C., the journal is edited by Chicago railfan Richard Kunz, Editor of the Rush Hour column in PASSENGER TRAIN JOURNAL, and published by Paul Weyick, an enthusiast with industry involment (the Urban Mass Transportation administration and Amtrak).

Their avowed intention is to report news of the electric railway industry, presumably in North America. In doing so, they promise to be more than strictly reporters, or cheerleaders for the industry, but to criticize where necessary.

In this vein, Kunz's opening editorial consists of a lengthly evaluation of his hometown Chicago Transit Authority, the rapid transit operations of which have in, his view, deteriorated greatly since 1980. While this reviewer is not in a position to weigh the accuracy of Kunz's points - apart from the sad exterior condition of CTA cars, and of stations - in fairness he should have stressed to a greater degree that this problem may be at least partly due to inadequate local, state and federal funding. Nevertheless, the column is written in a literate and informative manner.

A column by Associate Publisher William S. Lind entitled "Back to the Future" compares apples with oranges, i.e. he condemns the generally sterile, technically complex and sometimes unreliable LRV's of today unfavourably with the Witts and other standard cars of yesteryear. He urges the construction of such 'Traditional' cars for presumably, line haul transit usage - a totally impractical idea.

To compete with the automobile, today's LRV must be fast, smooth riding, reliable and present a modern image. While agreeing that much could be done to make them more esthetically pleasing, inside and out (although the average rider could probably care less), a return to 1920s technology is not the answer. Rather, a relatively simple, reliable vehicle such as the DuWag LRV used in Calgary, Edmonton,Sacramento, San Diego and Pittsburgh represents a more acceptable solution. While railfans may rejoice over the character of standard cars, their use must be limited to what areessentially tourist attractions, including New Orlean's famed St. Charles line.

The content of Volume 1, No. 1 includes a lengthy interview by Kunz with railfan George Krambles, retired CTA Executive Director; a 1988 directory of North American electric transit operations; and a history and progress report of the San Diego LRT. The issue concludes with a blunt "Rating the Rails"; Toronto (TTC) is classified as "Good, but resting too long on its laurels; a flawed jewel" (See November 1988 Newsletter).

The Krambles interview is fasinating covering his 43 year career at the Chicago Rapid Transit Company and CTA, as well as six months at the legendary interurban, the Indiana Railroad.

Although Krambles rambles (sorry) considerably,particularly concerning various people with whom he worked, he does provide a considerable insight into his employers' operations over the years, and he is not reluctant about voicing his views on other systems and conditions in the U.S. transit industry. However, there are two questions, the answers which are glaring by their omission: why did the CTA scrap its streetcar system (in 1958); and its trolley coach operation (in 1973)? Krambles certainly would be able to shed light on these decisions (particularly in respect of the streetcars; CTA had a fleet of 683 PCCs by 1948,most of which could have lasted at least into the 1970s).

The Systems Directory provides brief statistics of each system, together with an operational synopsis and critique. These tend to be thorough and reasonably up-to-date; Kunz has done his homework. Most of the Directory is unillustrated, however.

The most significant piece - and hopefully this is the sort of in-depth system coverage the NEW ELECTRIC RAILWAY JOURNAL will specialize in - is a 13-page treatment on the tremendously successful San Diego LRT operation, which is pointed to by many as "the way to go". The article, which is actually a compendium of several of Kunz's previous PTJ articles, describes in considerable detail the planning, financing and construction of the first (South) leg of the system,opened in 1981 (at the

ceremonies,San Diego Mayor Pete Wilson waved proudly at the gleaming crimson DuWag behind him, exclaiming "This is the day the Big Red Cars return to Southern California!") This, of course could be construed as a 'dig' at Los Angeles, home of the Pacific Electric's Big Red Cars until 1961, but which San Diego beat to the punch in reviving.

The article discusses the planned extensions and includes a 'photo album' of the El Cajon extension due to open this August. Unfortunately, the accompanying captions are unnecessarily brief; much information about construction details could have been included in them. The maps might have been better executed, but are adequate.

Throughout the magazine, nine colour photos are interspersed among the black and white pictures, ranging from San Diego to New Orleans - although I don't know why we need a colour view of George Krambles. Reproduction, both colour and black and white, is quite good, and the layout is clean, albeit with an excess of white space around the photos.

The type face for the main articles is a trifle small and light; Kunz would do better to stick with slightly heavier type face used in the Systems Directory.

In summary, the NEW ELECTRIC RAILWAY JOURNAL is overall,a well written and produced magazine that gives promise of providing some much needed coverage of the electric transit scene for railfans.

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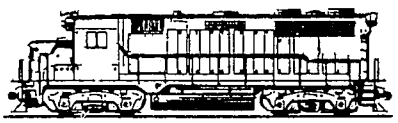

Motive power and operations

Edited by Pat Scrimgeour

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Alex Simins, Weston
Gord Webster, Toronto

Bytown Railway Society "Branchline"

Canadian National

Track reconstruction in Guelph

In the spring of 1988, CN began to rebuild the main (north) track of the Guelph subdivision from Allan's bridge, just east of the station, to (CN's) Guelph Jct., about 2.5 kilometres to the west. While the work was in progress, the south track, which has been a passing siding for several years, was used for main-line movements.

The ballast was completely removed from the north track and was trucked away, as there was no place beside the tracks to dump it. After a long interval, the track was completely reballasted with slag. The ribbon rail was delivered and sat beside the tracks for a few more weeks before it was installed and made ready for traffic. There were five signalled level crossings and six switches involved, so the ribbon rail was in many short pieces. By October, the salvage crews arrived and removed all the associated scrap. The operation began in May and was not completed until October.

Bruce McCarvell

New St. Lawrence region timetable

On February 12, 1989 CN issued employee timetable 60 for the St. Lawrence region, taking effect at 01:00 Eastern Standard Time. The timetable is printed in only black ink, not in the blue and red inks used previously to distinguish the two languages.

Gord Webster

CN Toronto High Line finally closed

Finally, after a number of rumoured closings, CN's High Line, which connects its Oakville and Kingston subdivisions around the south side of Union Station, has been closed. Sunday, March 5th saw the last move over the south track of this two-track freight route. The north track had been taken out of service last year to facilitate the construction of Toronto's new sport stadium. With the final inspection of the new freight service track along the north side of the CN Tower, south of the Union Station trackage, the spike was pulled on it readying it for its first train. Service on the new freight service line began on Monday, March 6th, thus permitting the immediate start on the removal of the old High Line.

Just A. Ferronut

CN closing Fort Erie operations

Canadian National will eliminate virtually all of its operations in the Fort Erie, Ontario yard no later than August 15, 1989. This will eliminate some 124 jobs, but will create 52 other jobs, at Clifton, Hamilton, and Welland. Currently the interchange agreement between CN and Conrail calls for Conrail to bring interchange traffic into Fort Erie via the old New York Central belt line in Buffalo and the Niagara branch. Conrail also receives cars at Fort Erie for Frontier yard. Under the new agreement, freight bound for Canada will be switched at Frontier and CN crews will pick up the cars for Toronto (MacMillan yard), probably no less than twice a day. Customs work will be performed at Frontier yard and trains will operate through without stopping at the International Bridge at Black Rock or Fort Erie. It is also understood that CN has closed the shop facilities in Fort Erie. (I haven't been there for some time; as since my retirement from Conrail as a locomotive engineer, I no longer get to Fort Erie as much as I used to.)

William L. Reddy

Canadian Pacific

TH&B to lease Guelph Junction Railway

The Guelph Junction Railway has applied to the National

Transportation Agency for authorisation to lease its line to the Toronto, Hamilton and Buffalo Railway, which is wholly owned by Canadian Pacific and is operated as part of CP Rail. The GJR is owned by the City of Guelph (which receives 40 percent of the line's revenue), and owns the line from Guelph Jct. on the CP Galt subdivision to Guelph. The GJR was leased to the CPR for 99 years in 1888, and the lease expired in 1987. Operations for the last two years have continued under the terms of this lease.

A notice placed in the Guelph MERCURY in February read in error that the TH&B would lease the line between mile 31.27 and mile 31.60 of the Goderich subdivision. According to a representative of the City of Guelph, the TH&B will in fact lease the whole line with the exception of a siding between those limits. Mile 31.60 is the northern end of the GJR, where the former CP station was located.

An old arena, which CP had been using as a freight shed, is now used by the city as a performing arts centre, and the adjacent siding will be added to the centre's property. Two tracks to the north of the arena were built by CP itself, and so are not included in the lease.

BRUCE MCCARVELL, GORD WEBSTER

CP garbage train proposal

A subsidiary company of Canadian Pacific, calling itself Envacc Resources, is proposing a $150- to $200-million project to ship garbage from the Toronto region to another area of the province, not yet specified. Trains would move about 12 000 tonnes of garbage a day (that's a lot of trains), about 60 percent of the area's garbage. The garbage would be separated at large processing stations and then re-used, recycled, or processed in some way to extract usable materials and energy. The rest would then be dumped as landfill. The proposal has gone before the provincial Ministry of the Environment, and will soon be outlined for the metropolitan and regional governments. The success of the proposal would mean a huge increase in traffic on at least one CP line. It would also introduce a profit-oriented, expansion-minded private interest in a business that should, for the public good, be in decline.

Red Barn update

All of the 9000-series SD40-2Fs have again been removed from service. Some are in London, including three that were never delivered to CP; some are at La Grange; and some remain scattered over the CP system. ... Last month we printed a rumour about a purchase of more SD40-2Fs by CP; apparently CP requires no new locomotives for the present. To avoid some controversy, we are refraining this month from printing the rumour about how GM and CP might rectify the problems with the 9000s.

Miscellaneous notes

CP opened its new $2.2-million engine repair shop in Thunder Bay's east end on January 20th. The new shop is responsible for the regular maintenance of the 31 locomotives based in Thunder Bay. ... CP may soon apply to abandon the Stanstead spur and about 50 kilometres of the Beebe subdivision in southern Québec.

High-rail commuter buses in Montréal?

The Québec Ministère de Transport is studying the use of buses to move commuters to Montréal from Laval and the South Shore. The buses would pick passengers up on regular road routes and then travel downtown on CP (and perhaps CN). The ministry has also expressed an interest in taking over branch lines for this purpose as they are abandoned.

LE DEVOIR, LA PRESSE VIA GW

GO Transit

Burlington extension to open in 1992

GO Transit has set June 1992 as the date for the opening of the extension of full GO train service from Oakville to Burlington. Trains will run every 20 minutes in rush hours, and, because of congestion at key points on the Oakville sub, at first only every two hours at off-peak times.

HAMILTON SPECTATOR VIA DP

Extended Appleby GO service

In what has to be one of the area's best-kept secrets, GO Transit inaugurated a connecting bus service from Appleby station to Oakville on Monday, March 6th. Buses run Monday to Friday only, with eastbound hourly service commencing at 08:05 until 16:05, and westbound service from 08:30 to 16:30. Buses are signed "Special via GO Station" as Appleby does not appear on any roll signs. Besides the morning and evening Hamilton rail service, the buses from Oakville bound for Hamilton at 19:30, 20:30, and 21:30 stop at Appleby on request.

The quickly-conceived shuttle service appears to be a result of the badly overcrowded conditions at the main Burlington GO station, which worsened last fall when VIA moved in as a tenant. Appleby's opening last fall didn't appear to help noticeably. It appears to have attracted passengers from eastern Burlington who previously drove to Oakville.

MIKE LINDSAY

GO notes

GO is testing the operation of 12-car trains on the second Hamilton train, eastbound in the morning and westbound in the afternoon. Since the station platforms away from Union Station are only long enough for 10 cars, the two cars at each end are used only for passengers for certain stations. ... Computer failures in a new CN signal system have delayed GO trains (and all other trains) on the Oakville subdivision a couple of times, most recently on March 2nd. ... GO introduced a new one-day pass on March 1st. The pass costs the same as two fares, and allows unlimited travel that day between two points.

ITEMS FROM GO COMMUTER BULLETINS

VIA Rail Canada

Newly purchased passenger cars

VIA has purchased the following Budd stainless-steel cars, apparently from the Roaring Creek Railroad of Colorado:

Coach 130 - Built in 1946; originally Atlantic Coast Line 224, then Seaboard Coast Line 5413, and most recently Amtrak 5413.

Coach 131 - Built in 1946; originally ACL 227, then SCL 5416, and most recently Amtrak 5416.

Skyline 522 - Built in 1948; originally Western Pacific 817 *Silver Thistle* and most recently Autotrain 464.

Skyline 523 - Built in 1952; originally Chicago, Burlington and Quincy 321 *Silver Patio*; recently Amtrak 9801.

Skyline 524 - Built in 1947; originally CB&Q 4726 *Silver River*; recently Amtrak 9541.

Skyline 5?? - Built in 1948; originally CB&Q 4719 *Silver Ranch*; recently Amtrak 9453.

rep.

Baggage car 619 - Built in 1947; originally CB&Q 800 *Silver Buffet*, then Amtrak 1720, 1601, and finally 10601.

This brings to 42 the number of dome cars (Skyline and *Park* cars) owned by VIA, to 30 the number of silver-sided coaches, and to 16 the number of silver baggage cars. The numbers in the original CPR *Canadian* fleet were 36, 30, and 18, respectively.

TOM HIGGINS VIA CHRIS MARTIN, BRS "BRANCHLINE"

New number series for rebuilt cars

The stainless-steel *Canadian* cars now being rebuilt at Pointe St-Charles to use electrical heating and lighting supplied by the locomotive will be renumbered into seven new series as they are completed.

Present	Type	Qty	New series
100	Coach	30	8100
14200	*Château* Sleeper	29	8200
14300	*Manor* Sleeper	42	8300
16500	Dining car	15	8400
500	Skyline dome	23	8500
600	Baggage-Café	16	8600
15500	*Park* Dome-observation	18	8700

Named cars will retain their present names. The newest *Park* car, number 15519, will be named *Jasper Park*. The first rebuilt cars should be in service in the summer of 1989. (Note that the total number of dome cars does not agree with the number in the previous item, because of the unknown status of *Silver Ranch*. -PS)

BRS "BRANCHLINE"

Tourist Railways and Museums

Halton Region and Halton County

According to the February 18th issue of the Hamilton *Spectator*, Halton Region has made a proposal to its member municipalities to combine the small local museums in a new "Super Museum," to be built either at Bronte Creek Provincial Park in west Oakville or at Crawford Lake Conservation Area in northern Burlington. Of special railfan interest is the proposal to move the Halton County Radial Railway museum to the new site.

MIKE LINDSAY

THE TRAIN SPOTTERS

Recent sightings by UCRS members

The *Canadian* and some freight trains

(STEVE DANKO AND GREGORY DANKO)

At Don, February 18th:

12:33 - CN 416 to Oshawa with 3 GP40-2s and 55 cars.

12:43 - VIA #9, the *Canadian*, with F40PH-2 6404, F9B 6607, steam generator 15450, baggage car 613, coach 105, daynighter 5745, Skyline 510, *Hearn Manor*, *Stewart Manor*, and *Tweedsmuir Park*. This train had no dining car and had a daynighter car, which is unusual. Is this because the 100-series coaches are being rebuilt?

At Leaside, February 25th:

12:20 - Extra 3073 North for the MacTier sub, with 3073-1822-1809-8209 and van 434013.

13:04 - CP train 409 with 5904-5750-3104 and an older-style van, number 434578.

At Don, February 25th:

12:40 - VIA #9 held for ONR #120 with FP7 1984.

12:45 - VIA #9 with 6427, 6627, 15490, 602, coach 3223, dining car *Annapolis*, *Rogers Manor*, *Lorne Manor*, and *Fraser Manor*. This train had no 100-series coach, no Skyline car, and no *Park* car.

At Don, February 26th:

12:42 - VIA #9 with 6409, FP9 6540, 15474, 613, 120, 510, *Cabot Manor*, *Stewart Manor*, and *Tweedsmuir Park*. Note that four of these cars were on the *Canadian* on February 18th, indicating that there is an eight-day cycle for the equipment, and thus that eight trainsets plus spares are needed.

London, St. Thomas, Woodstock (PAT SCRIMGEOUR)

On February 19th, I saw about 10 of the new CN 5500-series SD60s, two CP 9000-series Red Barns, and one blue former Conrail GP38-2 at the GM plant in London. At the CP Québec Street yard, nine 9000s were coupled together, dead. ... At the CN station in St. Thomas there were two sets of Norfolk and Western power (one set was N&W C30-7 8038 and a Southern high-nose SD40-2 in Norfolk Southern paint, and the other was NS/N&W low-nose SD40-2 6178 and NS/N&W "big ugly" 8582) and two CN GP9s, 4114 and 4520. Another CN GP9, another 4100-series, was on the north side of the Caso sub east of the Michigan Central station. ... With the diamonds removed at the CN station and at BX, the section of the L&PS in between is unconnected to any other track.

The Chesapeake and Ohio roundhouse was about half gone. The front doors and the sides were still there, but the roof and the back wall had been taken down. The turntable was still there, with the pit remaining enclosed by a snowfence. The car shops and transfer table were still intact, but did not look at all healthy. The western end of the viaduct over Kettle Creek had been removed, and the remaining part was not connected to land at the east. Many switch points and switch stands have been removed at the yard on the west side of the valley, and the tracks were weed-covered. The rails have been removed from both approaches to the viaduct, to make way for the cranes and bulldozers.

On the way back to Toronto, I stopped in Aylmer, where the coaling tower on the Cayuga subdivision is still standing, but looking a bit sparse, at Norwich, where bundles of thousands of used ties are stacked where the Norwich spur used to be, and in Burgessville, where all that I could see of the former Otterville sub in the fading light was a feed mill at an angle other than perpendicular to the roads. ... In Woodstock, the CP switcher, which used to be a SW1200, was a GP38-2, and the road switcher, which was usually an 1800-series RS18, was two GP38-2s on this day. Traffic on the St. Thomas sub has increased substantially because of the CAMI (Suzuki/GM) auto plant in Ingersoll.

CP grain trains to Port McNicoll (GORD WEBSTER)

January 10th: Train 611 from Toronto Yard to Port McNicoll with CP 3094, 1827, 1821, 4245, 3107, and 83 hoppers (29 to Midland, 54 to Port McNicoll).

January 12th: Train 611 with CP 3127, 8765, 4205, 8734, 3031, and 60 empty hoppers, all for Port McNicoll.

January 13th: Train 611 with CP 4230, 8782, 1809, 1821, 3107, and empty hoppers, all for Port McNicoll.

Numbers 9 and 10 on the MacTier sub (GORD WEBSTER)

The Toronto section of the *Canadian* travelled in both directions on the CP MacTier subdivision after a derailment on the CN Bala subdivision between Washago and Boyne, where the trains cross to the CP. The northbound, train 9, left Toronto two hours late (with VIA 6424, 6604, a steam generator, and six cars) and left MacTier at 17:16. Train 10

left MacTier for Toronto at 23:55, about nine hours late, not all of which would have been because of the diversion.

Other reports: Alex Simms saw Loram rail grinder RG-9 working southward on the MacTier sub in Weston on February 18th. ... Mike Lindsay, Bruce Acheson, and Doug Page saw CP Red Barn 9023 on the *Starlight* every day from February 9th until February 16rd, when it derailed at Chatham Street on the TH&B. It returned to Toronto on the *Starlight* the next day, and Dave Howard saw it stored in London on the 23rd. ... On March 9th, four Santa Fe GP39s passed east through London on CN train 392--destination unknown at press time.

On February 11, VIA 6634 was trailing three CP units on train 446 from Winnipeg to Toronto. *David Onodera* heard on the scanner that the train, including the VIA unit, derailed while backing up on the North Toronto subdivision.

The Manufacturers

Bombardier

The Massachusetts Bay Transportation Authority of Boston, Massachusetts, will exercise an option to purchase 51 commuter coaches from Bombardier. The option is an extension of an earlier order for 56 cars. ... Investment Canada has approved the sale of the former Montréal Locomotive Works to General Electric.

The Globe and Mail via PS, RJ

Sysco hit by U.S. countervailing duty

The U.S. Commerce department has placed a steep duty of 103.55 percent on steel rails exported to the United States by Sydney Steel Corporation, which is owned by the Province of Nova Scotia. The duty is now in effect, but the preliminary finding is subject to a final ruling and a review by the U.S. International Trade Commission. The department claims that the production of steel rails by Sysco is subsidised by the federal and provincial governments, and is thus harmful to U.S. industry. (Sysco's shipments constitute less than 1 percent of the rails sold in the U.S.)

The duty on, for example, a shipment of rails worth $1000 would be $1035.50, bringing the total cost to the importer to $2035.50. This would, of course, gravely harm Sysco's ability to sell its product in the U.S.

The U.S. has for many years alleged that investment in companies owned by the people is a form of subsidy. A ruling such as this means that the investments made by the people of Nova Scotia in the steel plant that they own disqualify the company from selling its products in the U.S. Even after the recent free-trade agreement, the U.S. is clearly still prepared to direct the citizens of Canada in how to conduct our business.

Pat Scrimgeour

General Motors brief notes

The first of the Soo Line SD60s have been out testing in preparation for delivery to begin after March 15th; these do, of course, have the standard narrow-nose cab. ... The first of the new VIA F40PH-2s should be out this week (March 14th) and will be sent to La Grange for fitting. ... All of the first 20 of the CN SD60s should have been delivered by now. ... CP SD40-2F 9024 has never left the GM plant.

Chris Martin via Rob Scrimgeour

TTC Notes

Commission to be made up of councillors only

One of the first acts of the new Metropolitan Council elected in November was to terminate the three citizen members of the TTC, with their replacements to come from the ranks of Council itself. The Commission will thus be comprised 100 percent of politicians for the first time since the original TTC, the Toronto Transportation Commission, was established in 1920-21. The Metropolitan government supplies 16 percent of the TTC's $495-million operating budget. There is some discussion to the effect that the Commission could be expanded to seven members. Much will depend on a decision by the Province and the outcome of a future Metro report on its boards and commissions.

Task Force on Service Quality

Chief General Manager Allan Leach's latest general letter to TTC supervisory personnel tells of the setting-up of a staff task force to find quick and inexpensive ways to improve the quality of service. As its first project, starting in January, the task force has been co-ordinating the use of a spare subway train on the Yonge-University-Spadina line. In the morning rush hour, the train is used to relieve congestion at the Bloor-Yonge station. The train is held north of Bloor station and stands by to accommodate southbound passengers at peak times, or to fill a large gap in service. A similar train stands by to run northbound during the evening rush hour. The task force will experiment with innovative ways to improve reliability and to reduce crowding and travel times. The task force will also look for ways to work more closely with outside agencies that affect the quality of TTC service.

Audit of fire safety in the subway

The CGM's letter further advises that in January the Commission expected to launch the most comprehensive audit of fire safety ever carried out in the TTC system. Working closely with Metro Toronto's fire departments, TTC staff will spend six months studying the TTC's 65 subway and RT stations for compliance with the Ontario Fire Code and the Commission's own fire prevention procedures. The audit team will take a close look at platforms, emergency exits, and other station areas before making recommendations in the summer.

Last regular charter operation of Peter Witt cars

(Operated from Russell Carhouse)

Car	Date	Mileage, "Tourtram" and charter service
2424	October 30, 1988 (Combined societies charter; out 22:00, in 11:50)	58063 miles (since July 4, 1975)

2766	November 26, 1988 (Toronto by Trolley; out 9:30, in 16:45)	38823 miles (since May 29, 1973)
	November 27, 1988 (CRHA charter; out 11:30, in 16:30)	
	November 29, 1988 (Toronto by Trolley; out 9:30, in 16:45)	
2894	Fall 1985 (into Hillcrest Shops September 17, 1985)	27532 miles (since July 20, 1973)

R.F. CORLEY

Two more PCC cars have left TTC property, but they did not leave from the streetcar system. Subway grinding cars RT-14 and RT-15 (former A-7 class MU passenger cars 4410 and 4446) were recently sold for scrap to a Sutton, Ontario firm. The cars were rendered surplus by the 1988 conversion of Gloucester aluminum subway cars 5102 and 5103 plus the insertion between them of new grinding "trucks" to form a grinding train (see photo, Page 2, **Newsletter** 469). It is much to be regretted that at no time was a definitive photo session (both exterior and interior) on RT-14 and RT-15 ever arranged for UCRS members.

The extension of the Spadina Subway north to Sheppard Avenue moved one step closer on February 23, 1989, when the Metropolitan Transportation Committee voted to endorse the $159-million project, the impetus for which comes from the Provincial Government as a first phase of the eventual extension of the line to York University or beyond. However, the full Metropolitan Council has yet to deal with the matter, and there will be some unhappy campers there from North York and Scarborough who want the Sheppard line (and not the portion thereof west of Yonge Street) first. The Province has been taking a go slow attitude on Sheppard because of the high cost ($700-million from Yonge to Victoria Park). It would be interesting to see a cost estimate for a mostly above grade LRT line over the same stretch.

The Ministry of Transportation's most recently released plan for transportation spending priorities in the Greater Toronto Area shows the Spadina extension to York University, a Bloor-Danforth Subway extension south-westerly from Kipling Station to the Sherway Plaza shopping centre, and an extension of the Scarborough RT to Malvern neighbourhood (and a "gateway" at or near Highway 401 for multi-mode transferring) as projects in a "planning" stage. The Sheppard Subway and the Eglinton West rapid transit line (not labelled as a busway despite Network 2011) as simply in the "right of way protection" stage. The downtown "Relief" line of Network 2011 is not shown at all.

A survey of the 501-Queen route by Bob McMann on March 9, 1989 revealed that ten 4200s were in service on the line, with four of the same assigned to base service runs. His observations also indicate that the practice appears to be to "run in" the most recently received cars on 511-Bathurst. The highest numbered car seen in service to March 9th was 4239. The time for transitfan photographers to concentrate their efforts on the Queen route is this spring, with ALRVs, CLRVs and PCCs (four classes, two paint schemes) providing a rich diversity between Neville and Humber Loops.

Trolley coaches continue to be up against it

The following is a verbatim series of remarks made recently by TTC Chief General Manager Allan Leach as extracted from the Commision's employee magazine, The Coupler:

The trolley coach equipment we have is well past its prime. It has to be replaced. And the trolley bus technology from my standpoint is not efficient. We had the Ministry of Transportation do lifecycle costing on the various models of bus--the diesel, natural gas and electric trolley--and the trolley came out a poor third. A trolley bus is only a 40-foot box on wheels and it has a lot of operational problems. There are two things I don't like about it. I don't like the visual pollution. Go over to the corner of Annette and Keele and just try to see the sky through the maze of wires. My second major concern has to do with service. Because of construction on Bay Street we've had to take all the trolleys off and replace them with diesels. (This actually refers to the section south of Front Street -SIW) When Weston Road was under construction and Lansdowne was under construction it was the same thing. If you have a sewer construction on Mount Pleasant, there goes your trolley service. There are two things to consider--not only do you have to put the trolley buses in the barn, you have to find enough diesels to replace them.

We also have to consider the cost of electricity. Ontario Hydro has been very upfront telling us that hydro is going to be in short supply and they are going to start charging big users big premiums for using power in peak periods. And who is the biggest user of hydro during peak periods? We are. About half our fleet runs on electricity, and trolley buses represent five percent of our fleet. Even that reduction would go a long way to saving hydro.

CP lifts track in the face of Project Rerail

CP Rail is ripping up track between Guelph and Goderich even though an appeal against the closure of the line has been granted by the National Transportation Agency. "It's contempt of the appeal process," said Peter Bowers, Director of Project Rerail, which has been working for ten years to create the Ontario Midwestern Railroad to serve the portion of western Ontario generally between Stratford and Owen Sound. The Guelph-to-Milverton portion of the 150-kilometre (90-mile) line is important to the projected short line, and this is the section now being ripped up, Bowers said. His group thought that granting of the appeal automatically meant that the rail could not be removed. However, he learned in mid-February that an order to stop removal of rail is needed in addition to the granting of the appeal.

"It's like being granted an appeal to an execution, but being executed while waiting for the appeal to be heard," Bowers said. "We never realized we needed more than the appeal. We thought a stay (of track removal) would

be automatic." The appeal was granted on December 28, 1988, but CP Rail indicated in a letter to Bowers in January that the steel rail is needed elsewhere, and that removal would "commence shortly." Project Rerail is appealing directly to the Minister of Transport, Benoît Bouchard, to stop the track removal until the appeal can be heard.

Bowers said that he is "very close" to seeing his dream come true, and that the system could be operating later this year. An Austrian Bank has apparently agreed to finance the project with up to $100 million.

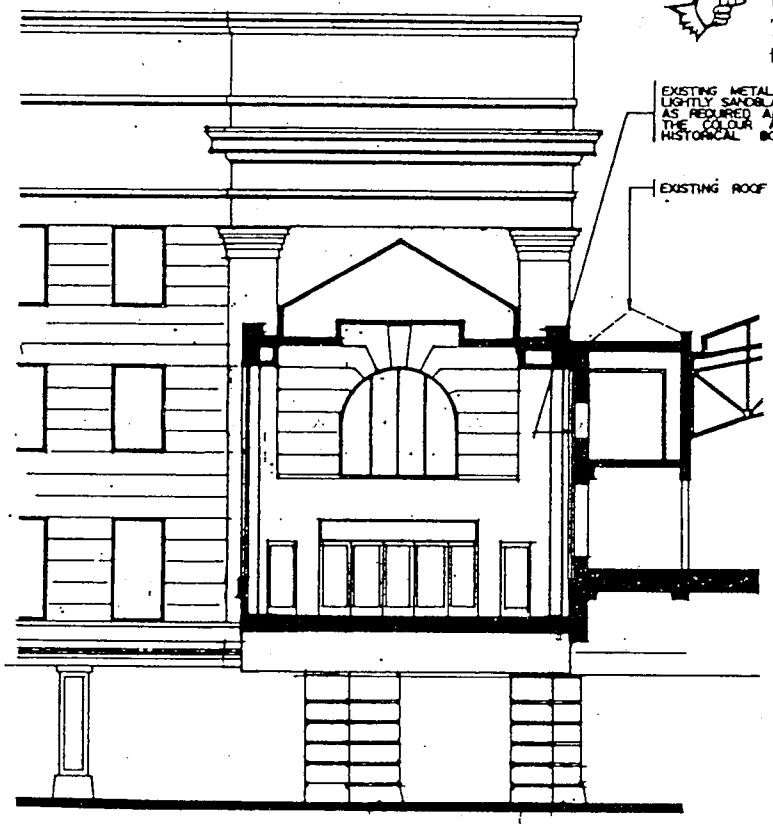
Meanwhile, Durham Town council decided on February 20 to support a resolution from the Town of Fergus calling for a halt to track removal and rail sales by both CN and CP pending a decision by the federal and provincial governments on the feasibility of regional railroads.

Durham Deputy Reeve Ross Taylor said federal and provincial politicians promised such a halt to area councils at a meeting in Hanover last fall. "I feel we haven't had these promises fulfilled," he said, citing instances where rail companies tear up track before being officially permitted to abandon a line.

(Note: At the end of February, press reports indicated that Peter Bowers had been told by officials within Transport Canada that CP Rail had stopped removing the track. At that time, Project Rerail was given five weeks to begin negotiations to purchase the abandoned line. -PS)

KITCHENER-WATERLOO RECORD, VIA GEORGE W. HORNER

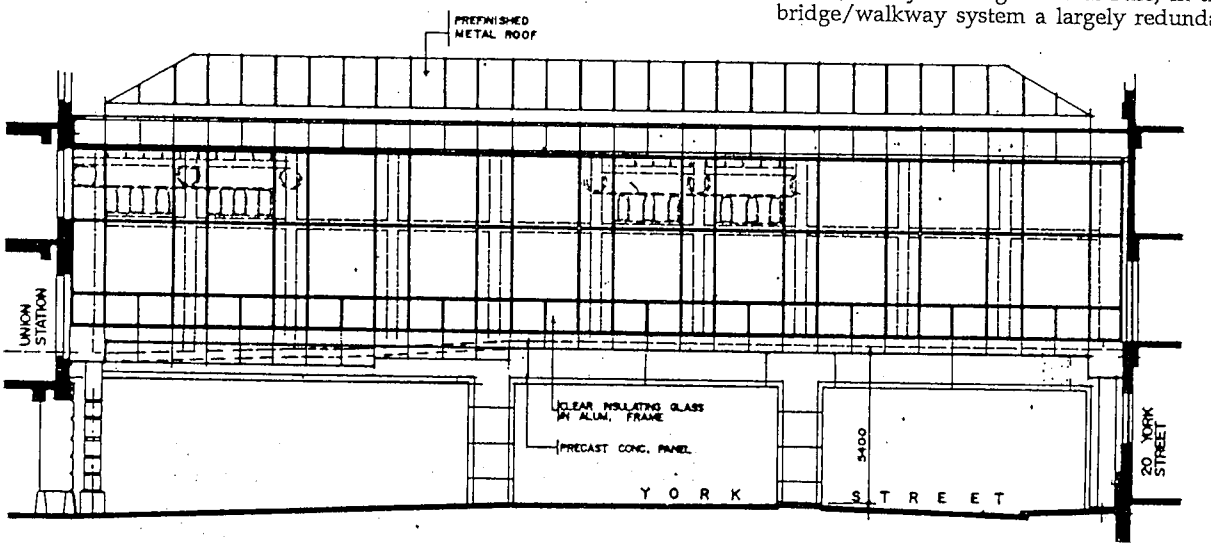
CORRECTION:
The photograph of CN 4-6-4 number "5700" at Bayview, in the December Newsletter, was by Alex Simins.



West Elevation of Union Station

New bridge over York Street from Toronto Union Station

The accompanying drawings portray a 27 foot wide pedestrian bridge which is to be constructed across York Street, adjacent to the present track structure, connecting Toronto Union Station with the CN Express Building on the west side of the street. This high capacity link, with seven doorways to each building, is intended primarily to accommodate transit passengers walking between the GO Transit concourse and the TTC Union Subway Station in the east and events at the Skydome in the west. The walkway will pass through the Express Building and then southerly over the Toronto Terminals Railway tracks by way of another bridge at Simcoe Street. Will single trip combination GO Transit/TTC (Harbourfront LRT line) tickets, to say nothing of Twin Pass, in the future make the bridge/walkway system a largely redundant facility?



York Street Pedestrian Bridge (North Elevation)

UCRS and other events and activities

Edited by Ed Campbell

Friday, March 17 - UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, at 7:30 p.m. Take the subway to Queen's Park station and walk west, or park nearby. Peter Jobe will speak on the railways of Mexico. Bring your slides for the newscast.

Saturday, March 18 and Sunday, March 19
Toronto Model Railway Show, at the International Centre on Airport Road in Malton. Hours are 11:00 a.m. to 6:00 p.m. each day, and the admission is $6.00 for adults, $3.00 for children, and $4.00 for seniors. UCRS will have a sales table at the show. If you can help to staff the table, please call Art Clowes at 416/960-0063.

Friday, March 24 - UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby. The programme begins at 8:00 p.m., and consists of a discussion of railway news items, and slide presentations by members and visitors.

Sunday, April 2 - Lakeshore Model Railroaders' flea market at Queensway Lions Bingo Hall, Kipling Avenue and The Queensway in Toronto. Hours are 10:00 AM to 3:00 PM, and admission is $2.00.

Saturday, April 8 - Forest City Railway Society's 16th annual Slide Trade Day, from 1:00 to 5:00 p.m., at All Saints' Church, on Hamilton at Inkerman in London. Admission is $2.00; dealers are welcome. For further information, contact Ian Platt, R.R. #3, Ingersoll, Ontario N5C 3J6, 519/485-2817.

Saturday, April 8 and Sunday, April 9 - Lindsay Model Railway Show at Victoria Park Armoury in Lindsay.

Saturday, April 15 - Toronto Transportation Society spring excursion, to the Niagara Peninsula. The eight-hour trip will leave from the Oakville GO station at 10:00 AM (with an earlier pickup in Hamilton), and will travel on a Canada Coach Lines suburban Classic bus, one of only 10 in Canada. The tour will include train watching in the Hamilton area and the Niagara Peninsula, the Welland Canal, and a possible transit tour. The fare will be $20.00. Write to the TTS at P.O. Box 5187, Station A, Toronto, Ontario M5W 1N5, or call Pat Semple at 416/923-9123.

Saturday, April 15 - Niagara Frontier Chapter, NRHS, annual banquet, at 6:30 in the Marine Midland Center in Buffalo. Call 716/689-8971 or 716/836-0872 for information.

Saturday, April 15 and Sunday, April 16 - Montréal Model Train Exposition, at 4251 St-Urbain, Montréal.

Saturday, May 20 to Monday, May 22 - UCRS Pennsylvania Railfan Weekend, visiting Cumberland, Maryland and Altoona, Pennsylvania, location of the Horse Shoe Curve. See CSX (Baltimore and Ohio) and Conrail (Pennsylvania Railroad) at these popular railfan destinations. The fare of $160.00 includes transportation and accommodation. The trip leaves from Toronto and Burlington on Saturday morning, and returns Monday evening. For information, call Rick Eastman in Toronto at 416/494-3412. To order your tickets, please send cheque or money order to UCRS, 5 Vradenburg Drive, Scarborough, Ontario M1T 1M5.

Sunday, June 18 - UCRS day trip to New York State, to ride the Buffalo Metrorail streetcar line, the Arcade and Attica, and the New York and Lake Erie dinner train.

Saturday, August 5 to Monday, August 7 - UCRS/TTS Montréal Railfan Weekend. Travel with our group by VIA from Toronto, or join us in Montréal. This promises to be an exciting weekend.

Sunday, September 24 - UCRS/TTS day trip from Toronto to the Halton County Radial Railway museum in Rockwood for their Fall Extravaganza. The trip will also stop at locations along the way for railway photography.

Saturday, October 7 - UCRS day trip to ride the R.M.S. *Segwun*. This will be a repeat of the popular and successful excursion on the Thanksgiving weekend in 1988.

Saturday, October 21 - Toronto Transportation Society Annual Slide Sale and Swap Day. From 12:00 noon to 5:00 p.m. at the Toronto Press Club, 5 Wellesley Street West. Admission is $2.00. Dealers are welcome.

Saturday, December 2 - UCRS/TTS Toronto Suburban Christmas Tour. In 1989, we will tour the outskirts of Toronto: railway yards, GO Transit operations, and transit facilities. If you enjoyed the 1988 trip, you'll love this one; if you missed the trip in 1988, join us for 1989.

President's report for 1988

In 1988, our most visible activity was a programme to improve the appearance of the **Newsletter**. In the summer, we purchased a word processing computer program to provide typeset-quality text through a laser printer, and this year we will buy our own printer. The cost of production of the **Newsletter** was reduced when we received exemption from federal and provincial sales taxes. In 1989, we are examining a change to reduced mailing rates, and a change of format to a stapled magazine style. This will allow for more photographs and a slightly larger **Newsletter**. The costs of these improvements will be paid for primarily by cost reductions in other areas, and also by the increase in the membership fee.

In 1988, we operated display and sales booths at the Toronto Sportsmens' Show and at the Toronto Model Railway Show. In addition, the Toronto Marine Museum agreed to sell our publications at their gift shop during the Canadian National Exhibition. Bill Hood continued to co-ordinate mail-order sales of our Toronto Civic Railway book, and we are now over half-way to recovering our investment in its publication. For 1989, the directors hope to increase sales of our publications, to reduce the cost of maintaining our inventory, and to allow for future publications to be possible.

The directors adopted a formal policy on publications, which stated that the Society is in favour of publishing good material, in appropriate forms. First, we will encourage serialisation of pieces in the **Newsletter**. When considering separate publications, we will as a first choice aim for a co-operative publication with commercial firms with experience in publishing and distribution. If

these options are unsuitable, then the directors will consider whether the Society can print and distribute the item. In this case, a plan will be developed to show that the investment will be recovered in an appropriate length of time.

Our passenger car, *Cape Race*, remains stored in the former CPR John Street roundhouse in downtown Toronto, and was in 1988 moved to a new stall. During the year, CP Rail removed the tracks leading to the roundhouse and transferred the building to CP's real estate arm, Marathon Realty, as part of the redevelopment of the former railway facilities. Late in the year, the car was broken into, and will require some repair; since the break-in, Marathon has increased security and fire prevention. The City of Toronto is studying proposals to turn the roundhouse into a museum, and a decision will likely be made in 1989. Then, we will be faced with a decision: If the car is desired as part of a museum, should the UCRS donate it? And if the car is not wanted, where will we move it? The directors will be considering in detail all options for *Cape Race*, and will consult with the members before reaching a decision.

Our storage space at the Earlscourt Legion Hall was lost when the building was sold in the summer. We have moved our library, publications inventory, and other equipment temporarily to a large storage locker. Here. we have reduced rent, but cannot use the space for meetings. We paid rent for our meeting space at the Toronto Board of Education auditorium from September 1988 to January 1989, but rent is once again not being charged. The Hamilton Spectator auditorium continued to be used without charge, and our use of that room has been confirmed for the future.

We approved an operating budget for 1989, which called for in increase in fees to $22.00 in Canada and $24.00 for addresses in the U.S. and overseas. The membership fees will cover the cost of producing and mailing the **Newsletter.** Excursion operations and publication sales will return all of their costs to the Society, so that there is no net subsidy from the members, and the additional costs of operating the Society should be covered by our various other sources of funds. The directors also began tighter control over expeditures by the Society.

Looking ahead into 1989, we are beginning to decentralise the operations of the Society. In all cases, policy and financial decisions will continue to be made only by the Board of Directors, but all other work will be co-ordinated by committees which report to the Board. This will allow for more work to be done outside the Toronto area, where only a minority of our members live. More excursions are being operated in 1989 than in recent years, and these will continue, as long as members show continued interest. Our chief plan for the year is to improve the **Newsletter** in all ways possible. With this improved product we will have reason to hope for increasing membership.

In conclusion, I would like to thank the many, many volunteers (I count over 100) who have made the operation of the UCRS possible in 1988. In contributing to the **Newsletter**, producing the **Newsletter**, speaking at meetings, working at shows, or participating in the organisation and administration of the Society, you have allowed all of us to enjoy the results. The UCRS depends on your enthusiastic assistance.

At the UCRS Annual General Meeting in Toronto on February 17, Al Faber, Al Maitland, and Dave Smith were elected to serve as directors of the Society for a term of three years. Continuing as directors are Art Clowes, Rick Eastman, George Meek, Pat Scrimgeour, Gordon C. Shaw, and Chris Spinney. The Society extends its thanks to John Fleck and John D. Thompson, who retired as directors this year.

Pat Scrimgeour

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Maintenance exhibition in Toronto

For the first time, the Railway Engineering and Maintenance-of-Way Services will be holding their exhibition in Canada. The event, which is held every four years, will be from August 27th to 30th with 20 000 square feet of indoor exhibits in the Metro Toronto Convention Centre. There will also be outdoor on-track displays at Keating Yard (the Toronto Harbour Commission yard at Lakeshore Boulevard and the East Don Roadway) with a shuttle bus transporting people back and forth.

Gord Webster

Upper Canada Railway Society
P.O. Box 122, Station A
Toronto, Ontario M5W 1A2

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