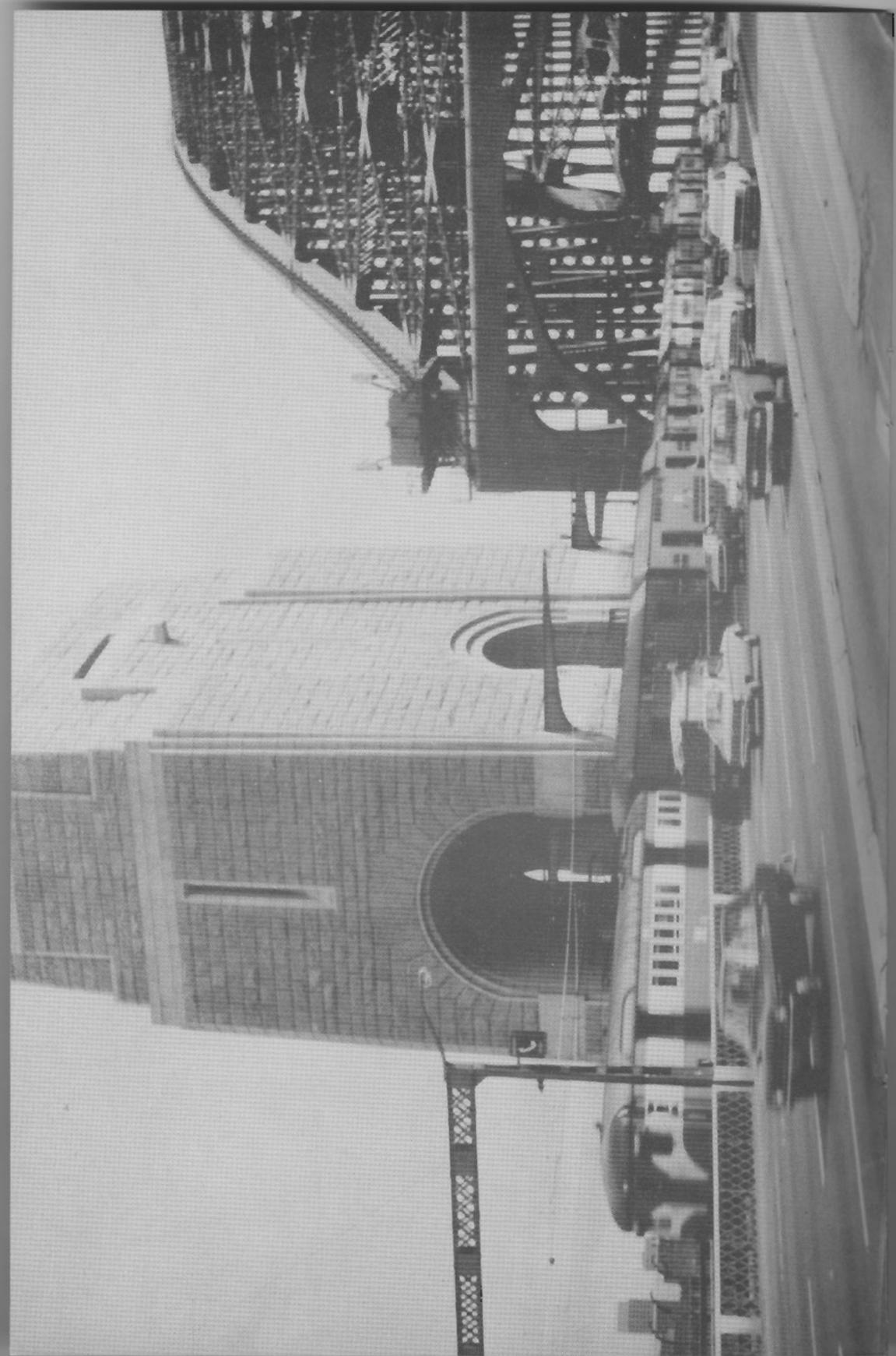


Canadian Rail



No.311
DECEMBER 1977







CANADIAN RAIL

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OPPOSITE:

An electric suburban train of the New South Wales railway system southbound across the famed Sydney Harbour bridge, heading for Sydney's main railway station on January 7, 1976. The intermixing of single and double decker cars is typical of this operation, as is the policy of running with car doors open during the summer months in order to provide better ventilation. The harbour bridge carries extensive rail traffic bound for Sydney's northern suburbs.

COVER:

Three Melbourne trams of class "W2" are depicted in this view taken January 7, 1976. Car 601 (foreground) was built in 1930, while cars 323 (centre) and 418 (rear) were built in 1925 and 1927 respectively, and were formerly of class "W" before being converted to "W2" about 1930. Since the 1920's cars of this design have been the mainstay of the Melbourne fleet, and many are still in daily service after more than half a century of continual use.

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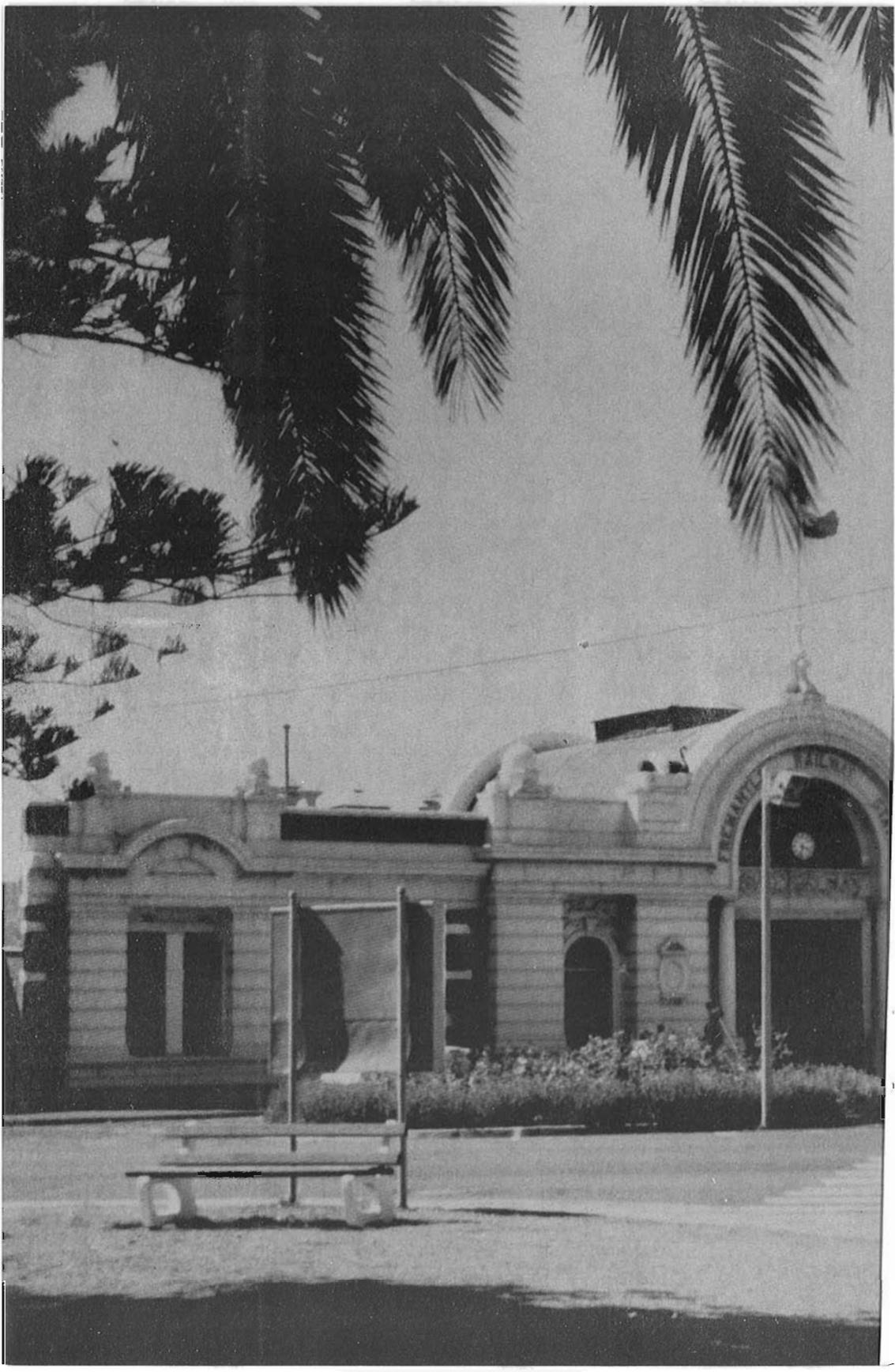
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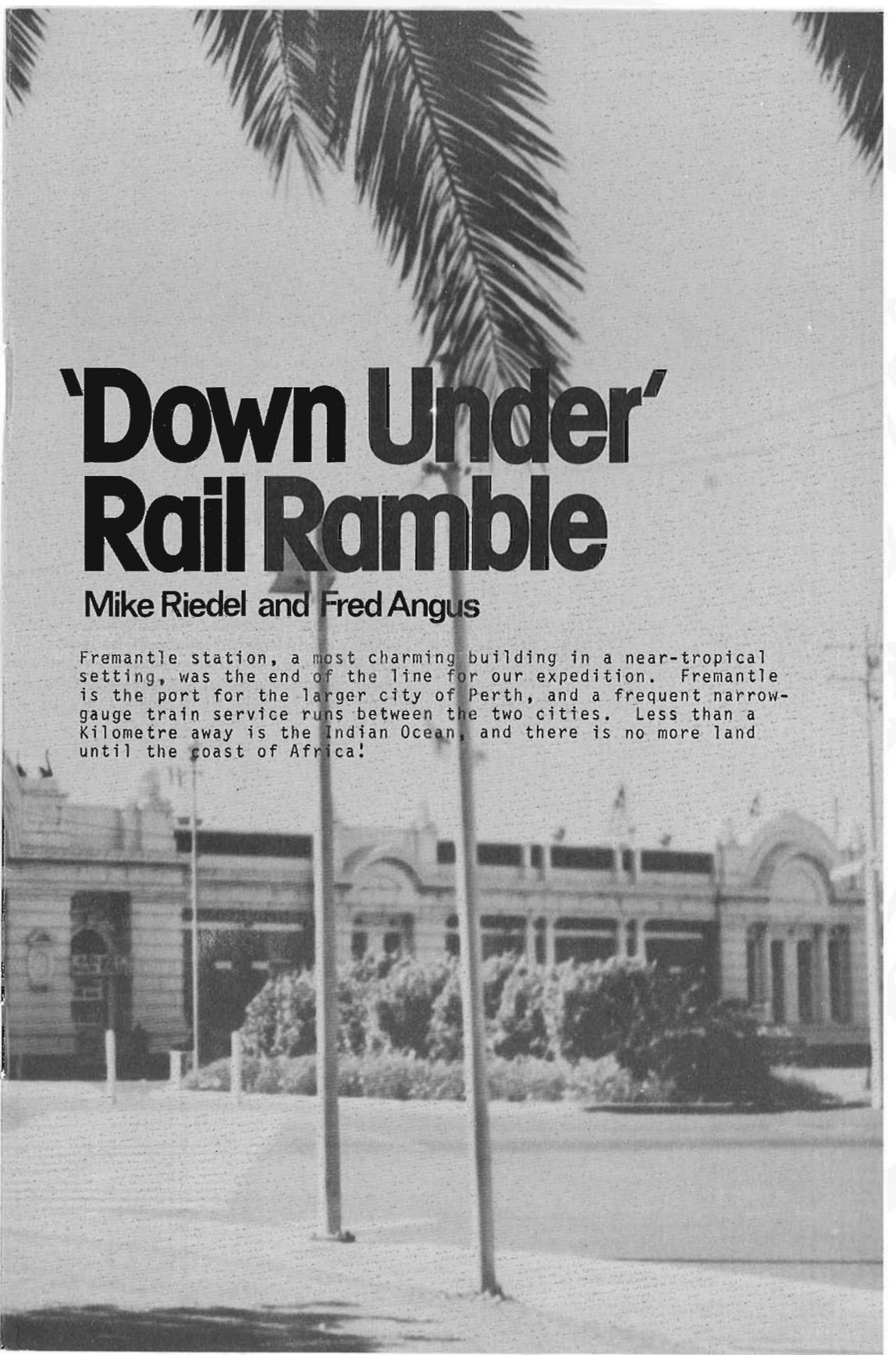
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'Down Under' Rail Ramble

Mike Riedel and Fred Angus

Fremantle station, a most charming building in a near-tropical setting, was the end of the line for our expedition. Fremantle is the port for the larger city of Perth, and a frequent narrow-gauge train service runs between the two cities. Less than a kilometre away is the Indian Ocean, and there is no more land until the coast of Africa!

'Down Under' Rail Ramble

Mike Riedel and Fred Angus

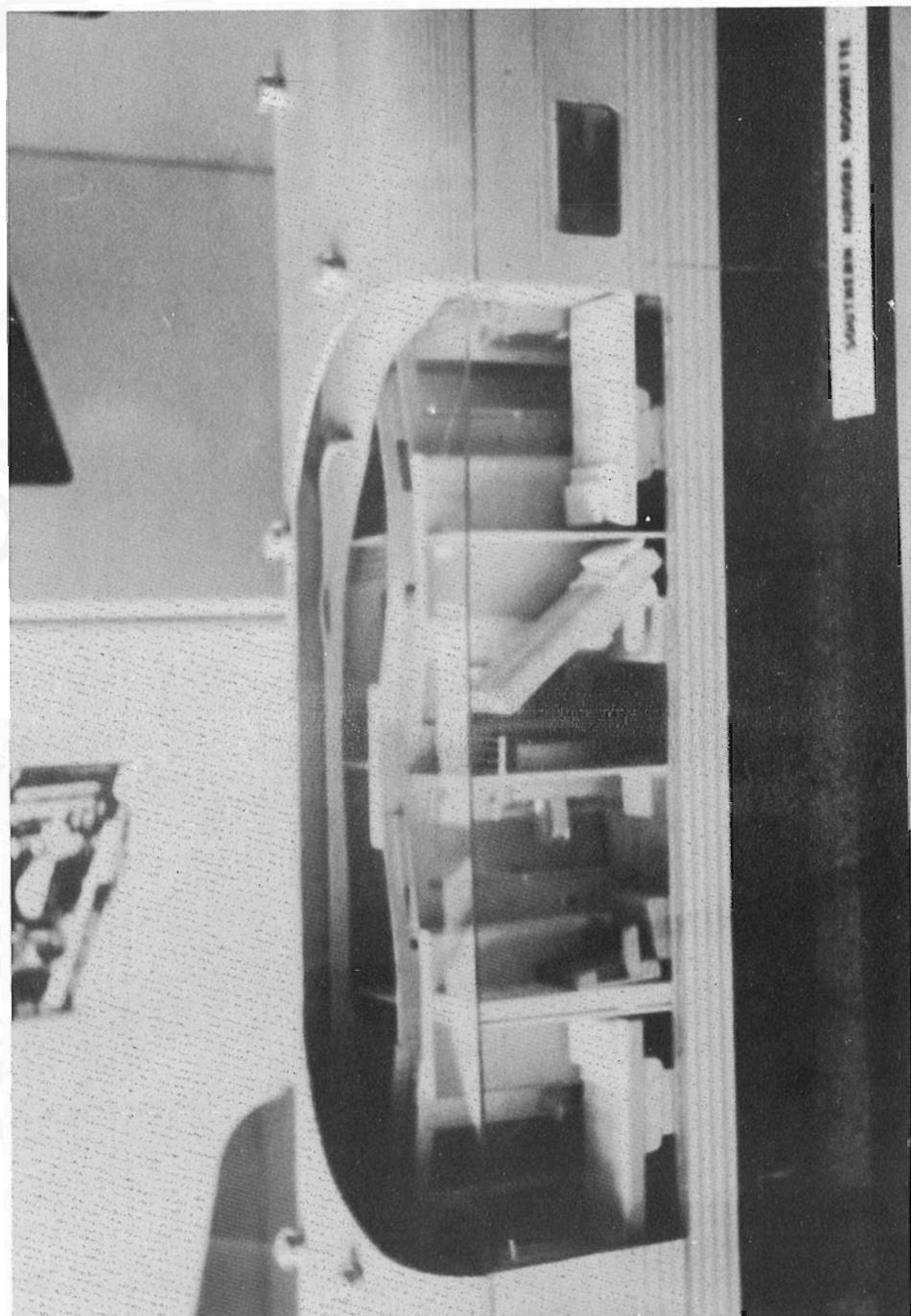
Where in the world can one: Ride a first class stainless steel passenger train sporting individual showers in each bedroom? Ride a subway, connected with a main line railway, where the car doors are routinely left open when running? Visit a city with more than six hundred street cars in service, varying in age from one month to 56 years? Ride a mixed train as one means of entering this nation's capital city? Observe three different track gauges still in regular use? Travel continuously for 478 Km. (297 miles) without a single curve?

If you have not guessed by now, the answer to all these questions is, of course, Australia, also known as the "Fifth Continent" or "Down Under", and the location of surely some of the most interesting and diversified railways a railfan could possibly wish to explore.

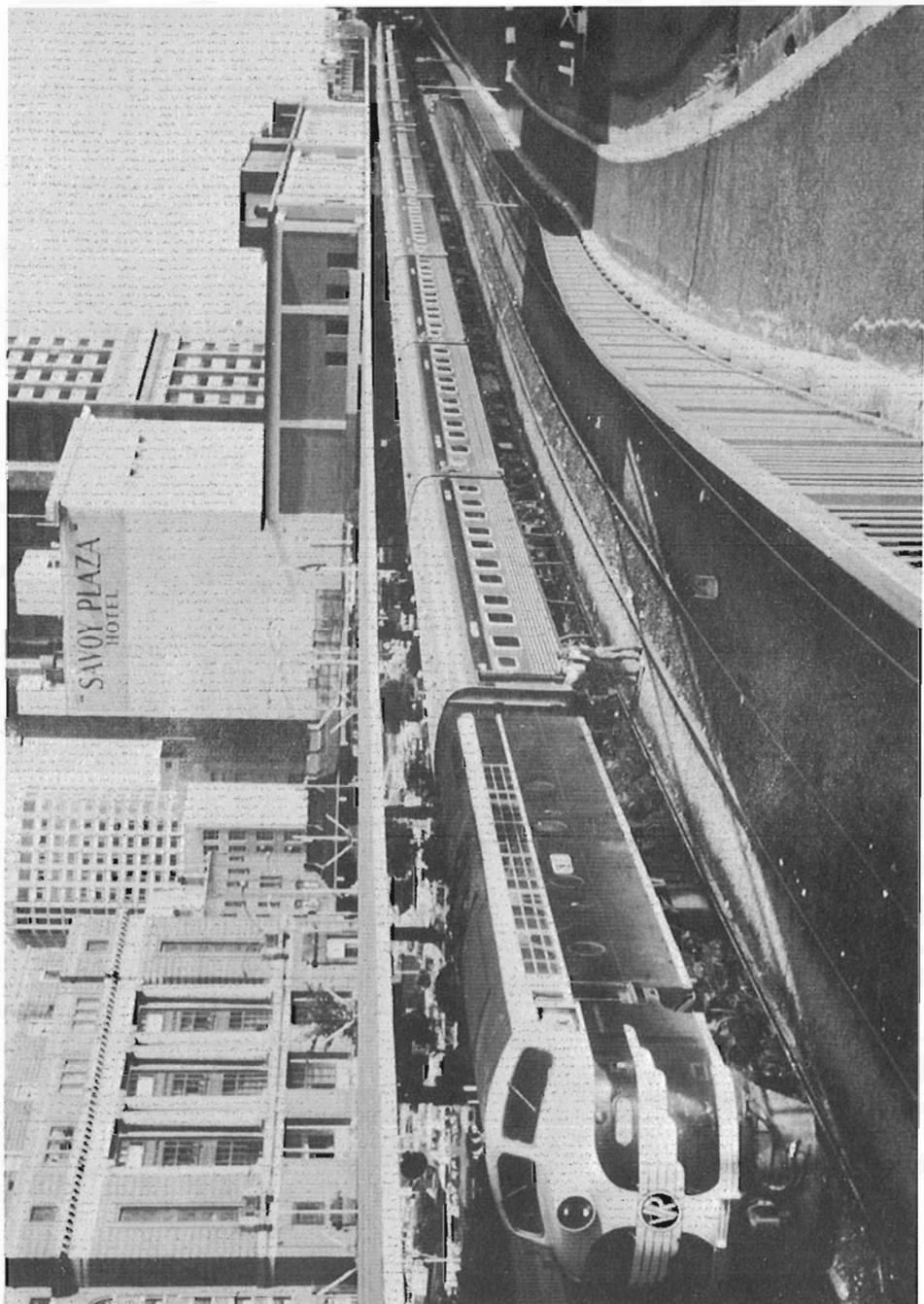
This narrative deals with the explorations of two Canadian railfans flying in from around the world in opposite directions and meeting by prearrangement in Sydney as the start of a fifteen day rail expedition.

In 1975, the Railways of Australia introduced the "Austral Pass" by which a non-resident of that country may obtain unlimited first class rail travel for a given period of time at a greatly reduced rate. Accordingly, we each provided ourselves with a 14-day Austral Pass (available from Cook's travel agency) costing \$70.00 Australian (about \$91.00 Canadian) each, and decided that we would start for Australia on January 2, 1976. Hence, both of us left our respective jobs on that date, Fred flying from Montreal via Vancouver, Tahiti and Fiji, while Mike flew from Bremen, Germany via Frankfurt, Bahrain and Singapore. Both of us arrived in Sydney within four hours of each other in the midst of the Australian summer, a great contrast to the frigid Northern-hemisphere winter we had just left.

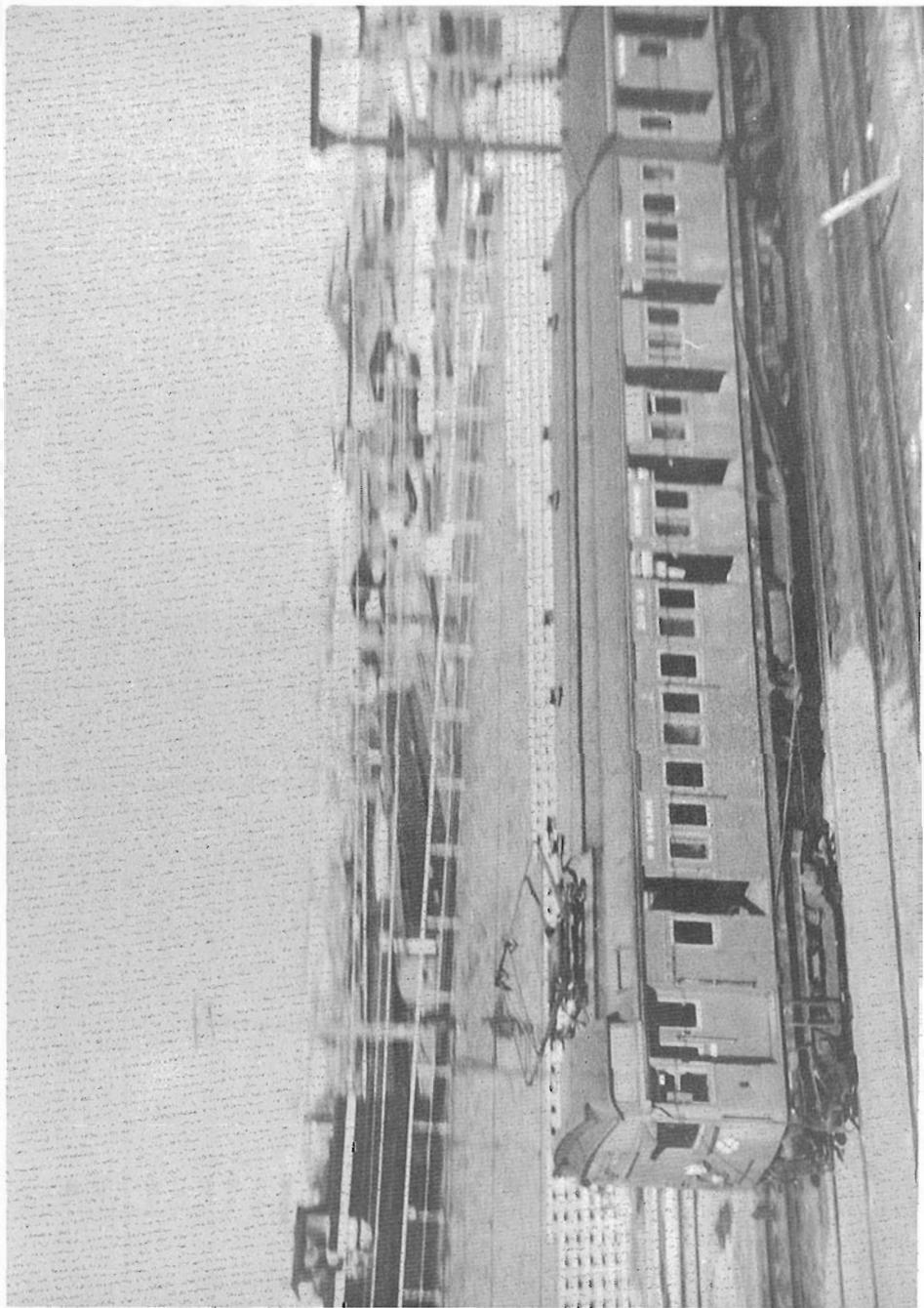
After suitably adjusting to the ten-hour jet lag, and depositing our excess baggage with Fred's cousin Heather, our first priority was to attempt to book space on the "Indian Pacific", Australia's crack transcontinental train, departing from Sydney four times weekly for Perth, 3961 Km. (2461 miles) and 66 hours away. Having heard that one must book at least six months ahead to be guaranteed space in this peak travel season, we were highly skeptical as we approached the ticket office in Sydney's Central station. However, to our surprise we were able to obtain a "Twinette" (double bedroom) from Sydney to Perth for January 8, only three days later!



A cut-away model of a roomette car used on the "Southern Aurora", the all-sleeper train between Sydney and Melbourne. Of special interest is the "zig-zag" corridor arrangement which allows more efficient utilization of space and makes the roomette more comfortable. However, the shape of the corridor necessitates a little more care when walking through the train.



The "Southern Aurora" at Melbourne's Spencer Street Station on January 7, 1976, ready to depart on the overnight run to Sydney. The train has been preceded by the "Spirit of Progress" which leaves from the same track one hour before. Victorian Railways locomotive S309 will take the "Aurora" as far as the New South Wales border, where a locomotive of the N.S.W. railway will take over for the rest of the trip.



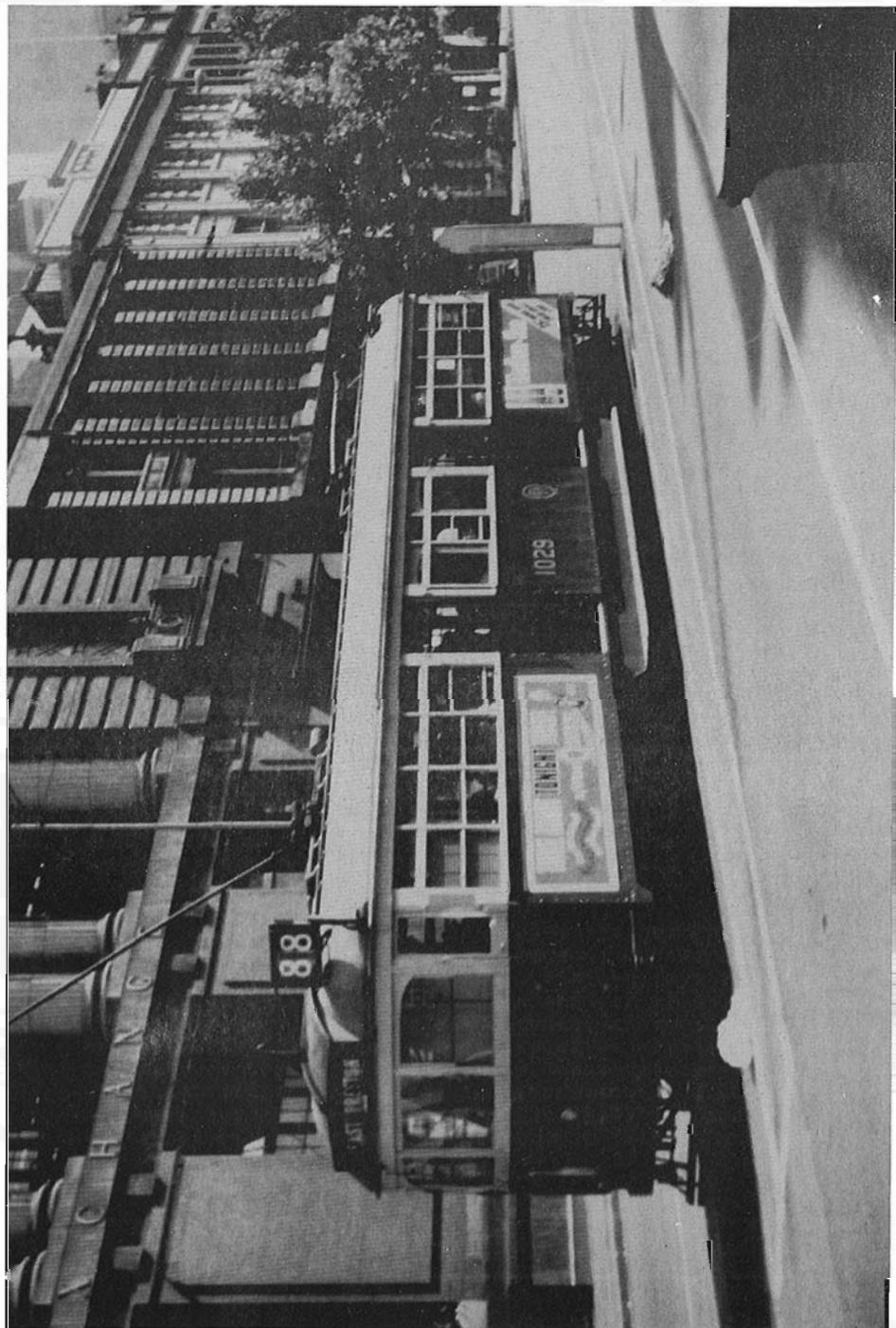
A train of electric suburban cars running at full speed through the outskirts of Melbourne on the morning of January 7, 1976. As in Sydney, summer operation with doors open is usual. The "Red rattlers" which, despite their age, appear in excellent condition, show a curious blend of North American and British construction. The buffers give a somewhat European look to the train, so different from modern long-distance trains such as the "Southern Aurora".

What could be done during these intervening three days? First, of course, was a ride on Sydney's underground railway system (subway) which is operated by the New South Wales Railways. This system connects with and is compatible with the main-line railways serving Sydney's outlying districts. Here, the custom is for tickets to be collected upon exiting, however a little fast talking permitted us to keep these as souvenirs. During the remainder of the day we inspected the terminals and part of the railway yards, and then sought locations for photographing a few of the numerous passenger trains in motion. Unquestionably, one of the best vantage points was from the sidewalk of the world-famous Sydney Harbour Bridge, where an almost continual flow of suburban passenger trains affords many opportunities to photograph the varied types of equipment. This ranges all the way from half-century-old wooden cars (since retired following a bad wreck) to modern stainless-steel by-levels.

Having seen a portion of what Sydney had to offer, we then boarded the "Southern Aurora" bound for Melbourne. This all-stainless-steel sleeping car train was introduced in 1962 when a standard-gauge 1435 mm. (4'8½") line was built into Melbourne to allow a through run from Sydney, eliminating the change of gauge at Albury which had required passengers to change trains in the middle of the night ever since the lines of New South Wales and Victoria first met in June, 1883. The state of Victoria, of which Melbourne is the capital, uses a gauge of 1600 mm. (5'3"), which of course is incompatible with the standard gauge used in New South Wales. Overnight service between Sydney and Melbourne is provided by the "Southern Aurora" and the "Spirit of Progress", the latter carrying coaches as well as sleepers and departing an hour before the "Aurora".

Upon arrival in Melbourne's Spencer Street station, we set out to see the city. Melbourne is the only city in the Southern hemisphere to have retained its extensive tram network virtually intact, and, of course, a ride on some of these cars was an obvious must. Melbourne's electric tram system dates only from 1906, as previously service was provided by cable cars which ran on a 73 Km. (46 mile) system. However, the early electric cars supplimented but did not replace cable cars, and cable cars were built as late as 1924! Some cable car operation survived until 1940, when the last line was replaced by buses. Surprisingly enough, however, 15 years later, this bus line was itself replaced by electric street cars! One grip car and trailer car No. 1 (the latter built by John Stephenson Co. of New York in 1885) have been preserved and are on display in downtown Melbourne, as reminders of the almost 1200 cable cars that once ran through that city's streets.

Despite the fact that the main-line Victorian railways are broad gauge, the Melbourne trams are standard gauge. There are more than 600 trams in service, all double-ended two-man cars. The oldest date back to 1921, while the newest were still being delivered in 1976. All but the most recent lot are painted green with cream trim, and carry numbers between 101 and 1041. The new cars are orange and cream, and numbered from 1 upwards. At the time of our visit the numbers had reached the 20's, but eventually there will be 100 of this new design which will replace the oldest trams now in service.



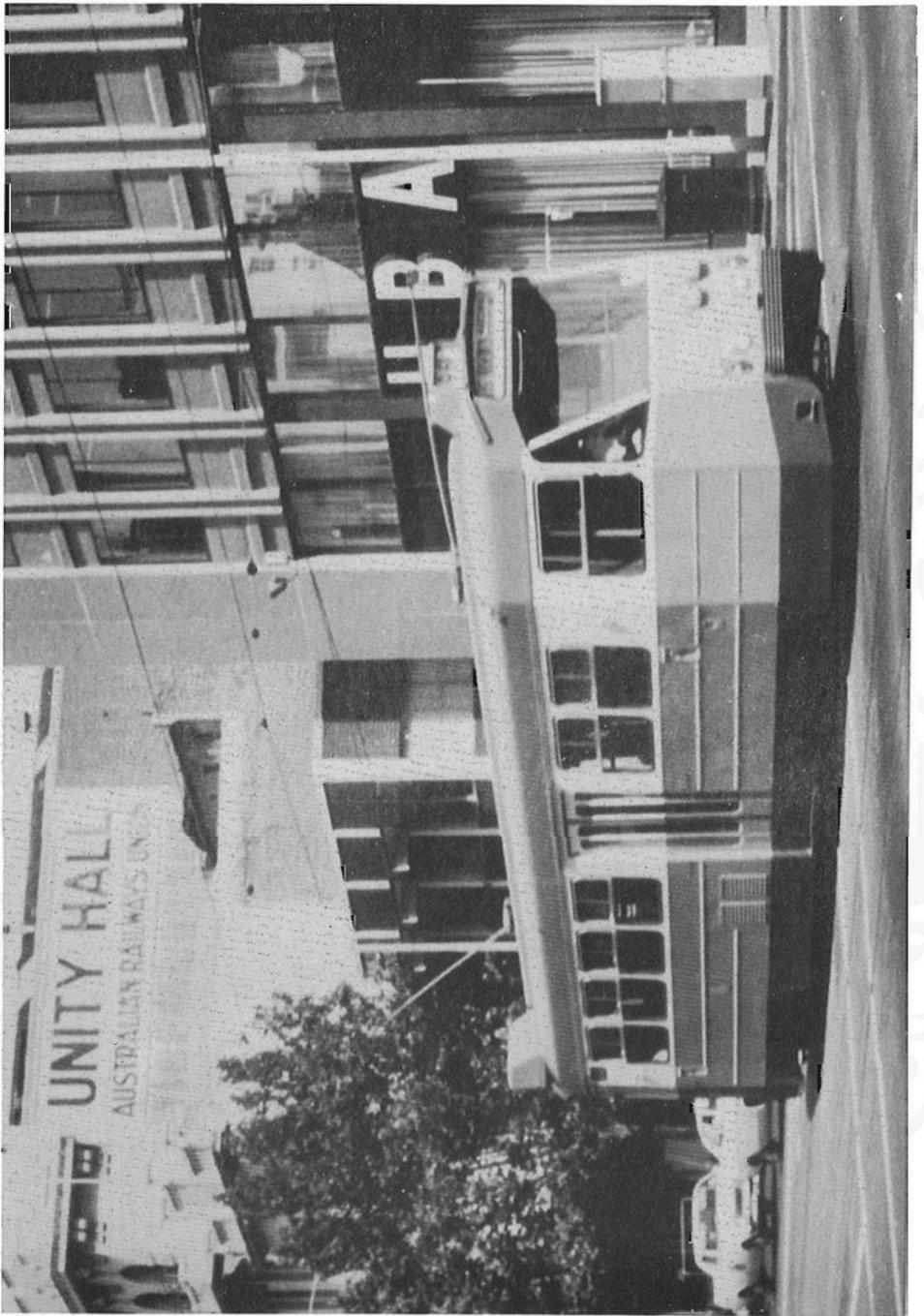
Until recently, the newest Melbourne trams were those of class "W7". Here we see No. 1029 which was built in 1955. These cars are fitted with resilient wheels, helical gears, sound-proofed bodies and upholstered seats.

Certainly no trip to Melbourne could be considered complete without a ride from Flinders Street station (one of the busiest in the hemisphere) to Port Melbourne. This line, built in 1854, was the first railway in Australia to be completed. Service is provided by ancient electric suburban trains, some dating back as far as 1906, and popularly known as the "red rattlers". Upon arrival at Port Melbourne, the most southerly point reached on the trip, the return to Melbourne was made on the tram line whose terminus is about 1 Km. from the railway station.

The return trip to Sydney was also made on the "Southern Aurora". This train and the "Spirit of Progress" both leave from the same track, the "Aurora" backing into the station right after the "Spirit" leaves. The dining car on the "Aurora" is opened an hour before departure for the use of people seeing off passengers on the train.

Upon arrival in Sydney next morning, preparation was made for the long-awaited trip to Perth on the "Indian Pacific". This train, named for the two oceans between which it travels, is all sleeping car accomodation, and the cost of meals is included in the price of the berth, the latter cost not being covered by the Austrail Pass. The rail journey from Sydney to Perth had been possible since the completion of the Trans Australian railway in 1917. However, it was only in 1970 that the last non-standard-gauge links in the transcontinental line were replaced by standard gauge, thus permitting an unbroken train trip from Sydney to Perth, at which time the "Indian Pacific" was inaugurated. The consist of the "Indian Pacific" is usually about twelve cars, of stainless-steel construction, placed in service at the time of the inauguration of the train. Motive power is provided by the state railways of New South Wales and South Australia during the trip through these respective states. However, between Port Augusta (South Australia) and Kalgoorlie (Western Australia) locomotives of the Australian National Railways (formerly Commonwealth Railways) are used. At Kalgoorlie, the train passes unto the Western Australian Railways for the run into Perth on standard-gauge tracks through a predominantly narrow-gauge system.



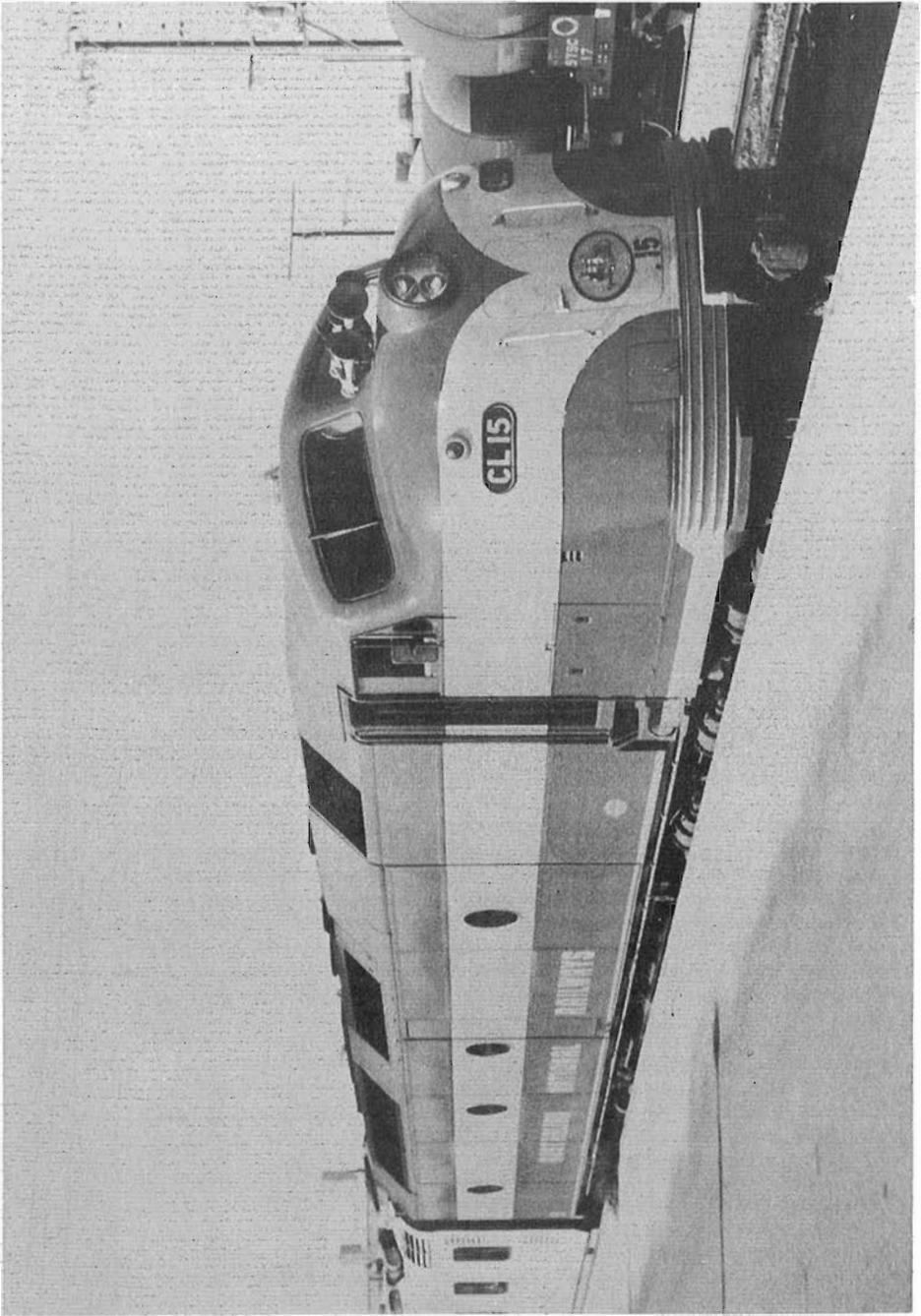


The latest generation of trams in Melbourne is exemplified by No. 11. This car, built in 1975, is one of one hundred which will eventually go into service to replace the older units. These cars have many features developed with the P.C.C. cars, but it is interesting that the car layout is of the "Peter Witt" design, and they still require a two-man crew.

At 3:15 P.M. on the afternoon of Thursday, January 8, we departed on the transcontinental journey. Upon leaving Sydney, the train climbs into the Blue Mountains, and little more than two hours, and 138 Km. (86 miles), later reaches the highest point on the entire line, 1092 M. (3583 ft.) above sea level. After crossing the continental divide there was a brief stop at Bathurst, a divisional point. Here we saw a steam locomotive which had formerly been driven by J.B. Chiefley, a locomotive engineer who later became Prime Minister of Australia. During the night the train passed into the Outback country of New South Wales, and the next morning reached the mining city of Broken Hill, a divisional point, where the timepieces are set back half an hour. Four hours later, at Peterborough, South Australia, a broad gauge track provides a connection to Adelaide, the capital of this state. The next highlight of the trip proved to be the crossing of Crystal Brook. The train made use of the old bridge which had been condemned upon completion of a new reinforced concrete span. However, the collapse of the new bridge compelled the railway to revert to the former span which fortunately had not yet been demolished!

A major stop was made at Port Pirie, 1522 Km. (946 miles) from Sydney. Here our train is consolidated with the daily "Trans Australian" which runs between Port Pirie and Perth. Here also, passengers board from the broad-gauge connection from Adelaide. When the combined "Indian Pacific" and "Trans Australian" departed from Port Pirie it was twenty-four cars long! 92 Km. (57 miles) beyond Port Pirie is Port Augusta where the Australian National Railways line begins. Port Augusta is the point from which the twice-weekly train named "The Ghan" heads north to Alice Springs in the remote interior of the continent. Time, unfortunately, did not permit us to take this fascinating ride which is on standard-gauge track as far as Marree, and narrow-gauge between Marree and Alice Springs.

For nearly twenty-seven hours after the "Indian Pacific" leaves Port Augusta it traverses a 1690 Km. (1050 mile) stretch of track through some of the most desolate scenery imaginable. In this entire distance, not one permanent stream is crossed, and one section, 478 Km. (297 miles) long, is the longest straight stretch of track in the world! In fact, the few railway hamlets are so isolated that all supplies must be brought in by the weekly "tea and sugar" train. The monotony was relieved only by a brief stop at Cook, sometimes known as the "queen city of the Nullarbor", a tiny railway settlement and divisional point in the midst of the "Long Straight". Here the train is serviced, and we set our watches back another one-and-a-half hours. During most of the day we continue crossing the Nullarbor Plain (from the Latin meaning "no tree"), an almost perfectly level limestone plain extending 676 Km. (420 miles). Late in the afternoon, trees begin to appear in ever-increasing numbers, and soon we cross the first bridge since leaving Port Augusta, the previous day. This was, however, a temporary span built to cross the raging torrent caused by the southward flow of the rainwater left in



Locomotive CL15 of the Australian National Railways has just coupled on to the "Indian Pacific" at Port Pirie on January 9, 1976. For the next 27 hours this single locomotive will haul the twenty-four car train across the Australian desert including the Nullarbor plain. In the entire distance there are no significant grades which accounts for the great hauling capacity of the engine.



At Kalgoorlie in Western Australia, the three car "Prospector" waits to begin its run to Perth. This streamlined train, the fastest in Australia, provides daily service between these two cities, in addition to the overnight "Trans Australian".

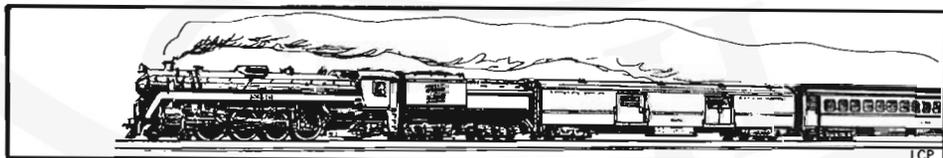


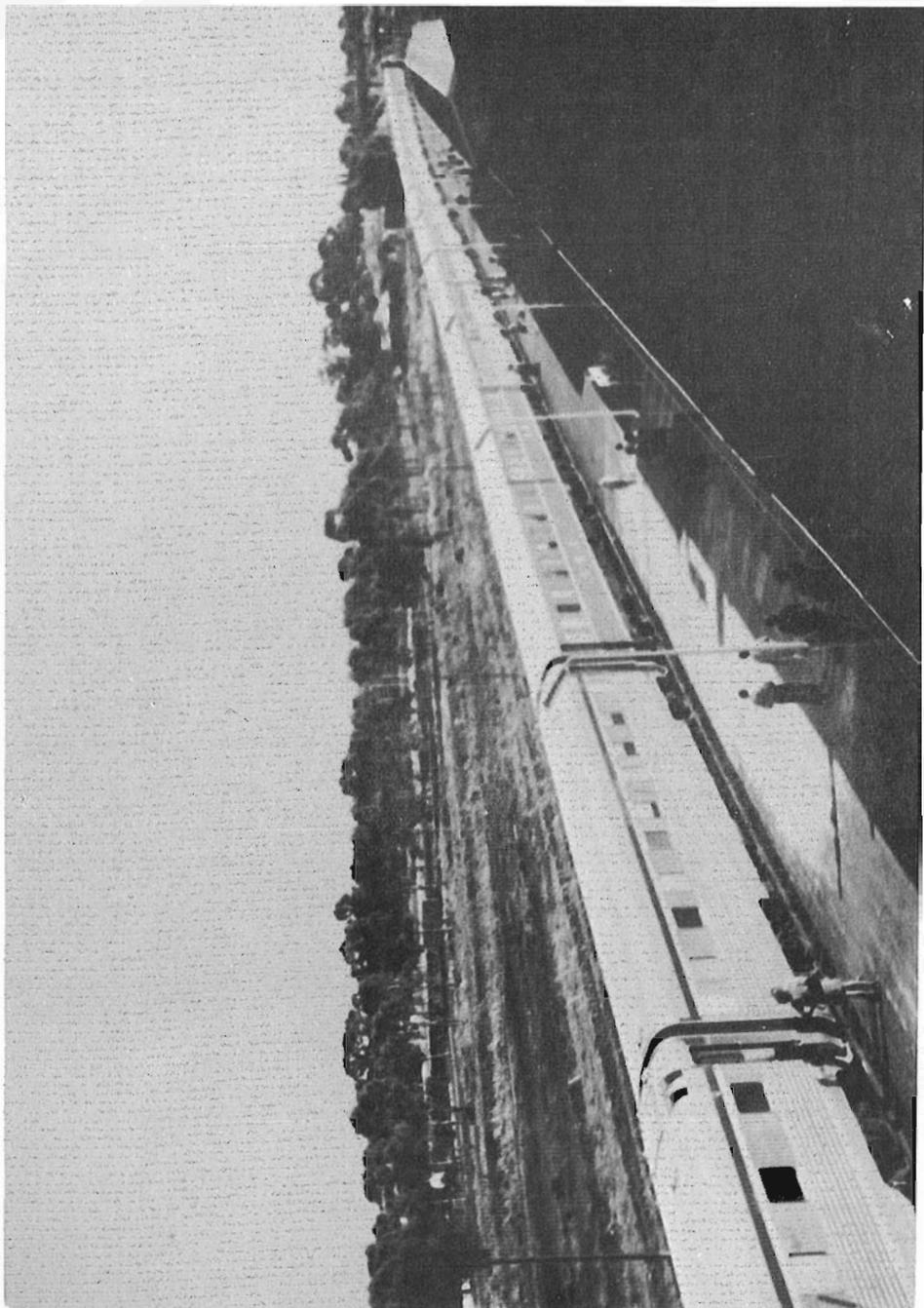
the wake of the same cyclone which devastated the city of Darwin on Christmas, 1974. This flow of water had now disappeared from view, but had still not reached the ocean, and the erosion of the land will be visible for many years. At 7:55 P.M. on January 10, only ten minutes late, the "Indian Pacific" reached the rails of the Western Australian system at the gold mining town of Kalgoorlie.

Kalgoorlie, now a city of 22,000, sprung up following the discovery of gold in the region (now called the "Golden Mile") in 1893. It still sports a definite frontier character, and the numerous, well built, stone structures of the 1890's attest to the fortunes made here. While the "Indian Pacific" makes the run between Kalgoorlie and Perth by night, there is also a train, appropriately called "The Prospector", which runs by day between these cities, and is the fastest train in Australia. The following morning found us running through the outskirts of Perth, and at 7:00 A.M., exactly on time, the train arrived at the modern Perth Terminal. This terminal, a standard-gauge station, is situated some distance from the city centre, and is not to be confused with the nineteenth century downtown Perth station which serves narrow-gauge, 1067 mm. (3'6") trains exclusively. It was from the latter that we took the suburban train to Fremantle, Perth's harbour on the Indian Ocean, and the most westerly point on our trip. We then returned to Perth, proceeded to the "Indian Pacific" terminal, and then, one hour before the train departed, had the incredible good fortune to secure a double bedroom on the Eastbound I.P. for that very night!

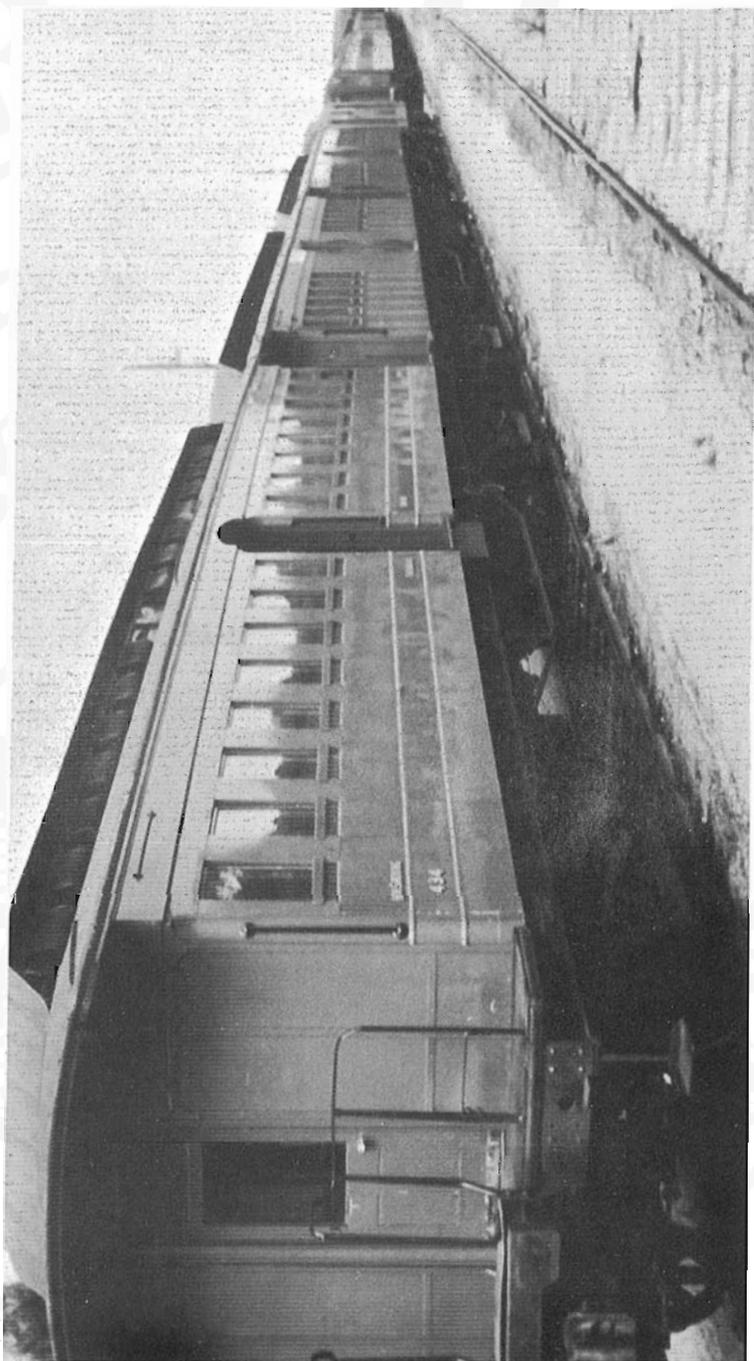
Returning, we retraced our steps as far as Port Pirie, and then transferred to the broad-gauge train to Adelaide, the capital of South Australia. Upon arriving in Adelaide, we noticed a convenient highway overpass, and from this railfan's vantage point we observed not only a main-line railway operation, but also the very extensive suburban service. Among the latter were still in service a number of ancient open-platform wooden coaches of late nineteenth century vintage, which have since been retired from regular service. Having observed the railway operation, we then proceeded to Victoria Square, the terminus of the Glenelg tram, Adelaide's only remaining street car line. This standard-gauge line, considered to be Australia's only interurban, runs for 10.9 Km. (6 3/4 miles) to the town of Glenelg, situated on the shore of the Great Australian Bight. The most prominent feature of this line is a railway overpass which Montreal readers would find very familiar as it is similar to the old Decarie overpass on the Cartierville line.

Next stop on the agenda was to be Canberra, which trip involved an overnight journey on the broad-gauge "Overland" to Melbourne, and thence to Canberra, Australia's capital city. However, due to a wreck on the line, the train was delayed six hours, with the result that we missed the connection at Melbourne and had

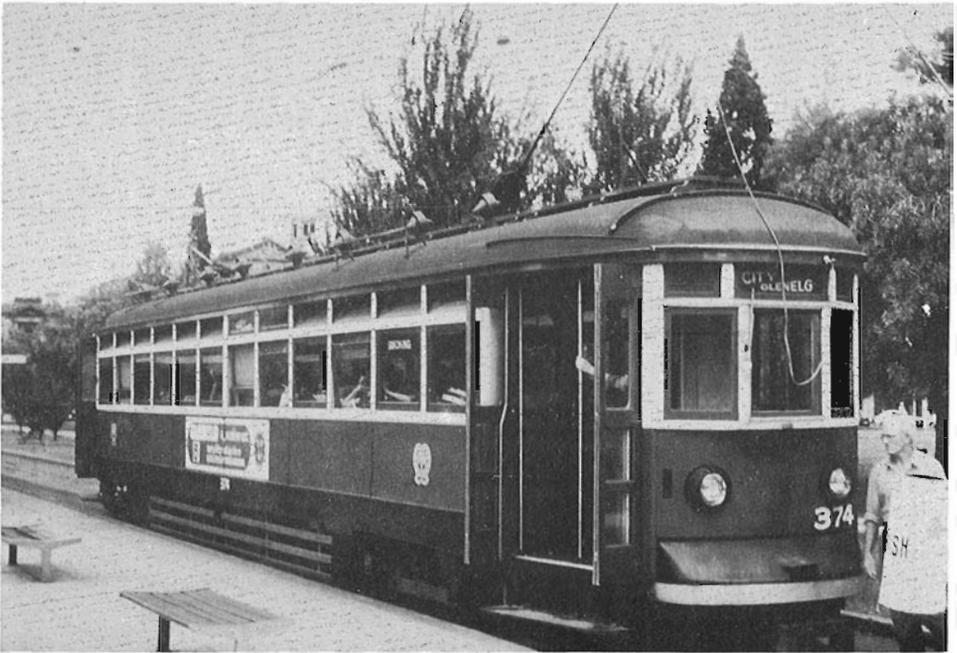




The combined "Indian Pacific" - "Trans Australian" at the city of Kalgoorlie in the gold mining region of Western Australia. The front twelve cars are those of the "Indian Pacific" while the rear twelve (starting with the baggage car ahead of the two painted cars) belong to the "Trans Australian". The train depicted is eastbound on the morning of January 12, 1976. The stainless-steel cars are built by Commonwealth Engineering in Australia under licence from the Budd company.



My old wooden suburban cars is seen at Adelaide on 176. These cars, sporting such nineteenth-century open platforms, spoked wheels, small windows, boardwalks, and clerestory roofs, were still in use in 1976! They have now been retired except for occasional excursions.



The Glenelg tram, the last in the city, is about to depart from Adelaide for the suburban town of Glenelg. No. 374 is one of a number of identical cars which are the last survivors of Adelaide's tram system. The Glenelg line, which is almost an interurban, offers a variety of running from city streets to high speed private right-of-way.



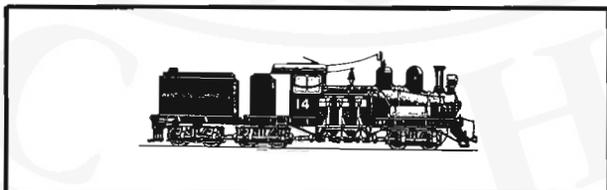
A large Bayer-Garrett steam locomotive preserved at the city of Canberra, the capital of Australia. In the background are several old coaches which are sometimes used for historical train excursions using vintage steam locomotives.

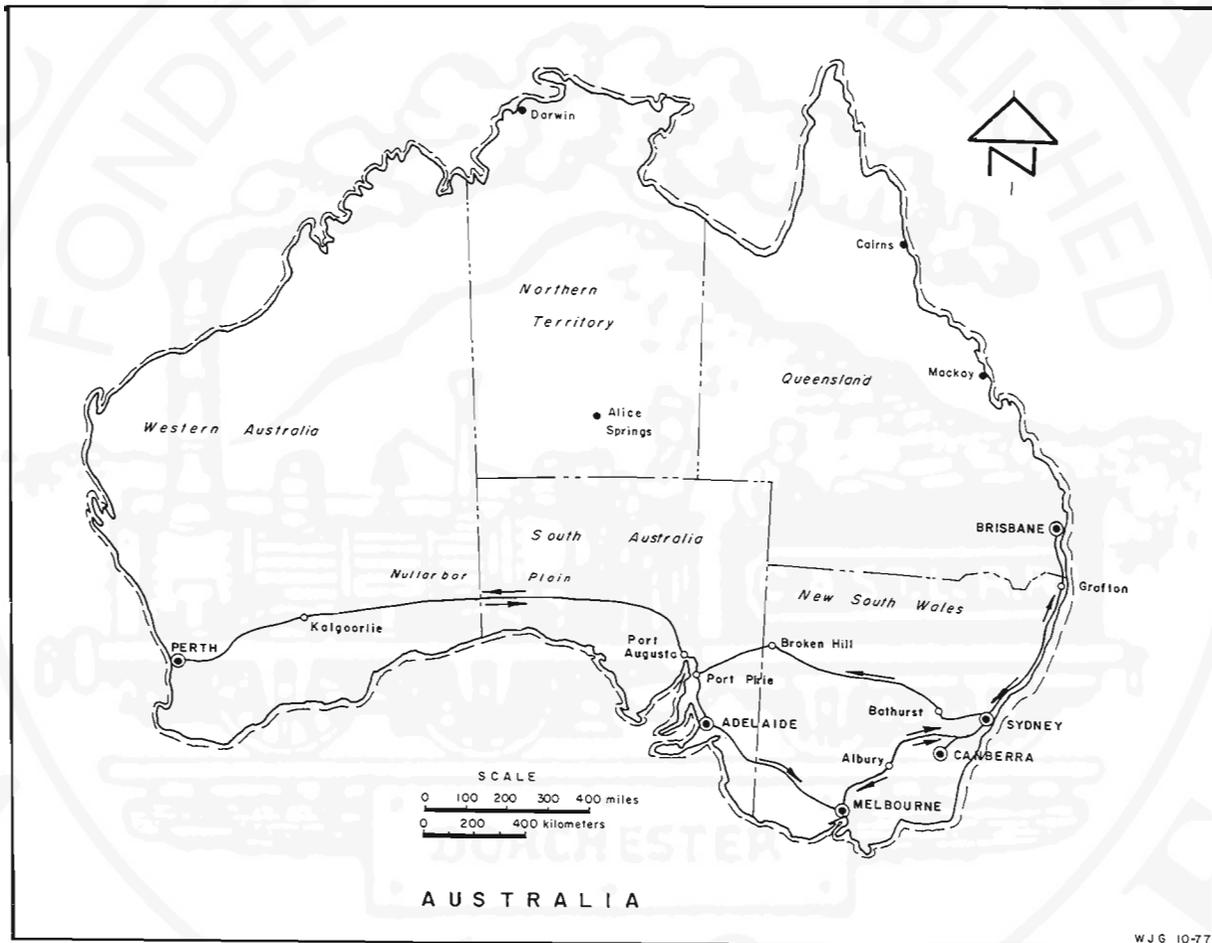
to wait for the departure of the "Spirit of Progress" that night. The following morning we disembarked at Goulburn and waited for the train for Canberra. However, we soon discovered to our amazement that a mixed train, consisting of about 20 open freight cars and one old FORMER first class coach, was about to leave. Total passenger compliment was four, including ourselves, and after a three hour, 64 Km. (40 mile) trip we finally arrived at the nation's capital.

Since Canberra is a relatively new city which has developed during the era of the automobile, it is hardly surprising that it offers little of interest from the point of view of railway operation. However, in close proximity to the station is displayed a 4-4-0 steam locomotive built by Bayer-Peacock in 1878, and preserved in excellent condition. Nearby, in storage are located a number of other preserved steam engines, including a Bayer Garrett, as well as several early passenger cars. From Canberra we returned to Sydney on the Canberra Monaro Express, a self-propelled train set built in 1950, which offers a comfortable, albeit somewhat bouncy, ride. These units are soon due for replacement by new up-to-date equipment.

The final leg of our Australian journey consisted of a northward trip of about 965 Km. (600 miles) on the standard-gauge line to Brisbane, the capital of Queensland. Apart from this line, the Queensland railways are exclusively of the 1067 mm. (3'6") gauge. Time did not permit extensive travel on this system which extends north to Cairns in the semi-tropical region, a thirty-nine hour run from Brisbane. However, we did observe the activity of the bustling terminal of Brisbane which also serves a number of suburban lines. Our plans then called for a return of the night train to Sydney and, as our Austral Passes expired that night, we had to buy a ticket from Yennora, the station that the train was scheduled to pass at midnight, even though it did not stop there!

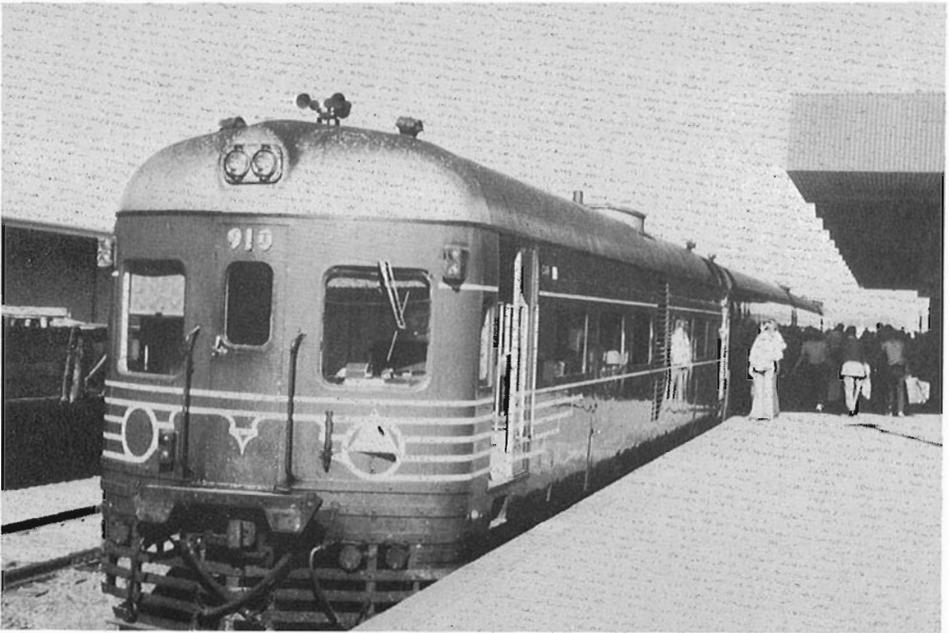
Upon our arrival in Sydney the next morning, our Australian railway adventure had come to an end. We had travelled about 12400 Km. (7705 miles) by rail in fifteen days at an average cost of seven-eighths of a cent (Canadian) per kilometre (1.4¢ per mile), excluding sleeping car and meal charges. At one point we had actually travelled seven consecutive nights in sleeping cars! Our railway travels, however, had not completely ended yet. After the long flight from Sydney to Vancouver, we accumulated some extra railway mileage by riding C.P. Rail's "Canadian" all the way to Toronto in the dead of winter. But that is another story!



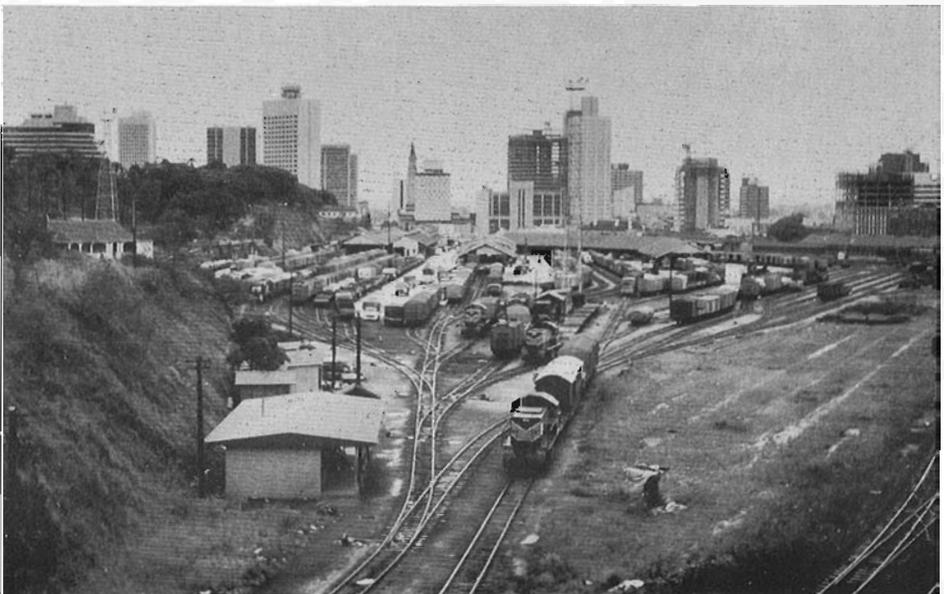


AUSTRALIA

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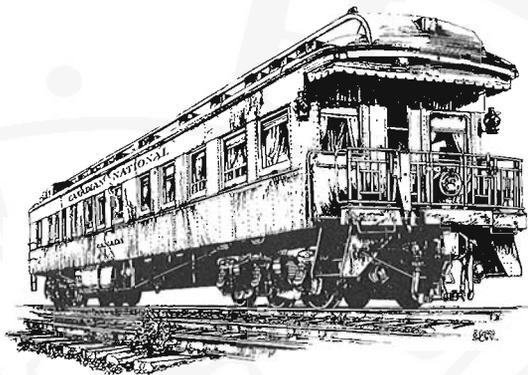


The Canberra Monaro Express, shown at Canberra on January 16, 1976 provides a fast comfortable run between Canberra and Sydney, and offers such amenities as all-inclusive meals served at the passenger's seat. These streamlined units of 1950 vintage will soon be replaced by a new generation of self-propelled trains.

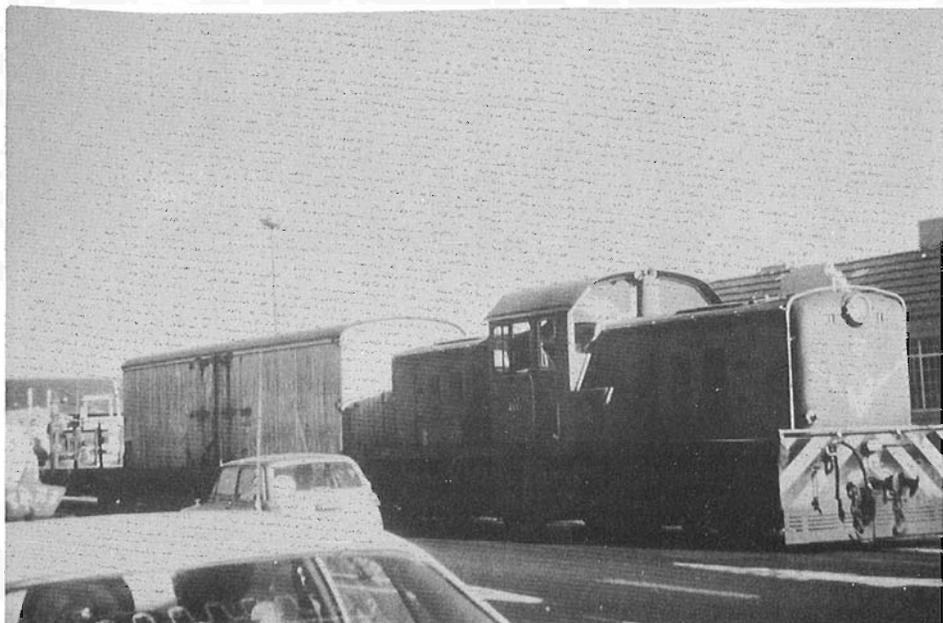


The narrow-gauge yard of the Queensland Railways at Brisbane is depicted in this view from a "railfan's special" overpass on January 19, 1976. The rapidly-changing skyline of Brisbane forms a backdrop to the almost-continuous activity of this busy terminal which is the start of the extensive rail network of Queensland.

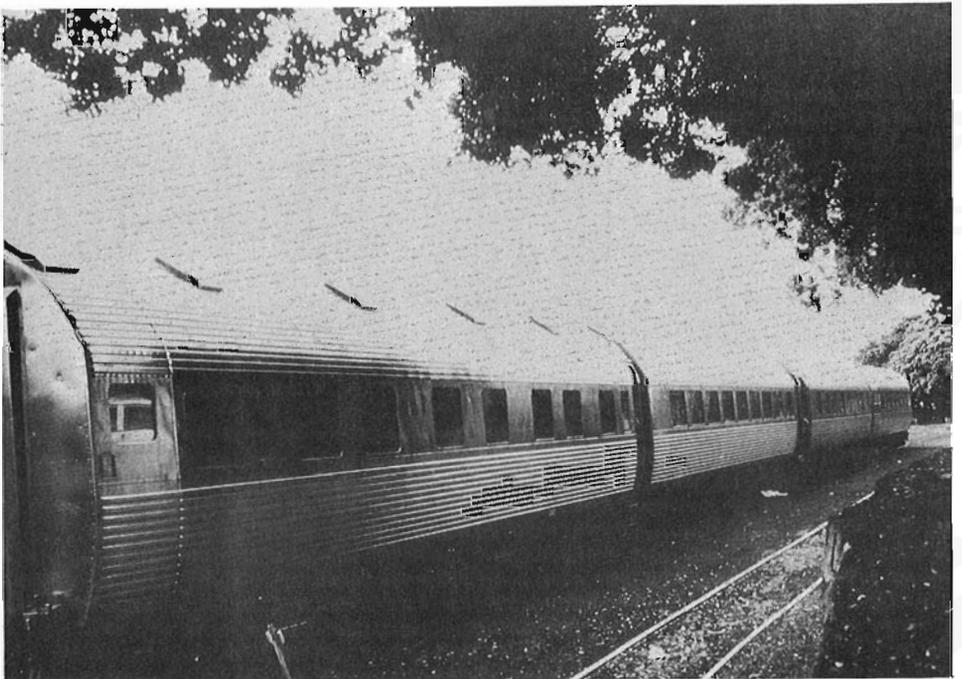
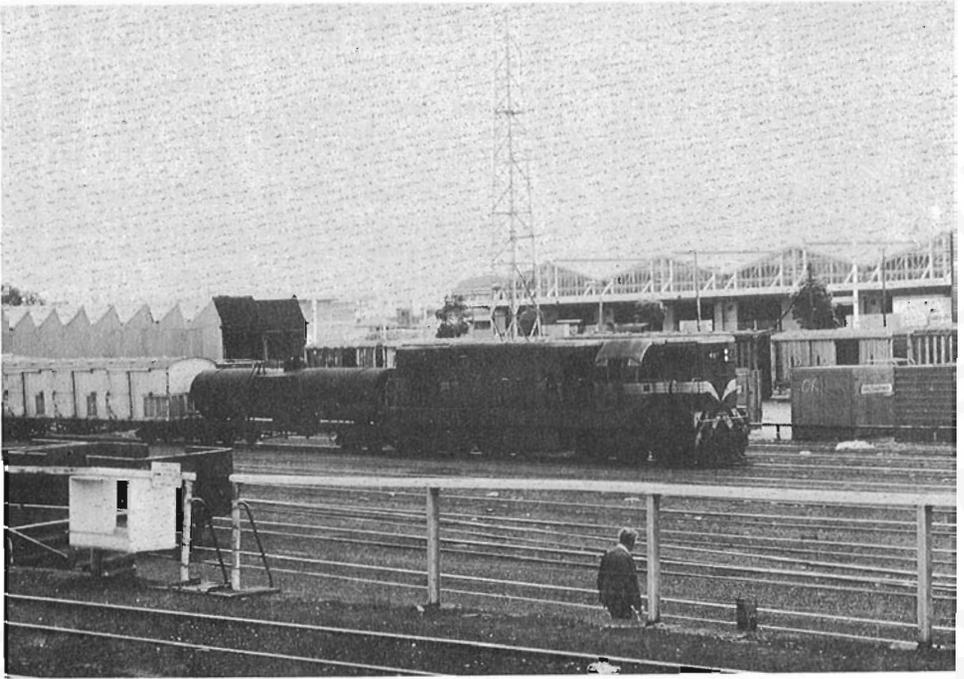
The business car



WHILE WE'RE ON THE SUBJECT OF RAILS 'DOWN UNDER' WE ARE PLEASED TO present some views taken this past summer by our longtime member Mr. N.M.Hilliard of St. Lambert, Quebec. Mr. Hilliard visited that other paradise known as New Zealand and was kind enough to forward the following five photographs for presentation. Firstly we see New Zealand Railway's switcher # 413 working the docks at Quay St. Auckland. Front view of the main railway station at Auckland, note the trolley bus behind the palm tree. Local passenger with 1454 on the point upon arrival at Auckland. Freight about to leave the Auckland N.Z. yard hauled by 1487. And finally the newest equipment on the N.Z. Government Railways used for inter city travel. This line up includes sleepers, diners, and coaches. Our thanks to Norman Hilliard for thinking of Canadian Rail.







THE ONCE PROMISING PROPOSAL FOR A KOOTENAY & ELK RAILWAY TO TRANSPORT coal and timber from the East Kootenay to coastal markets is a dead issue, according to the B.C. Minister of Mines. He cited the extensive program of CP Rail to upgrade its coal hauling capacity in the west. He also said that Peace River coal reserves would likely be developed during the next few decades when transportation systems are constructed.

-Lethbridge Herald

A CN BRIEF TO ALBERTA'S ENERGY RESOURCES CONSERVATION BOARD SAID that CN has discarded the idea of electrification for all its main lines and will not expand the electrified system beyond the existing commuter lines in the east. "The over-all energy efficiency of the two (diesel and electric traction) systems are similar. There is no clear impetus for either investment or further interest" to pursue electrification objectives, according to the Globe and Mail's report (Oct. 1/77). In fact, any decision to switch CN's motive power from one energy source to another would have to be "a national decision because of the high initial capital outlay." CN has concluded that "at present the direct and indirect costs of electrification (of its mainline operations) seem to outweigh the benefits" offered by electric traction.

TRAIN WATCHERS HEADED FOR TEXAS ARE URGED, in "The 470" (Portland Division, Railroad Enthusiasts Inc.) to visit Fort Worth's Tower 55, downtown, past which run trains of MoPac, Santa Fe, Rock Island, Katy, Southern Pacific plus visitors from Frisco, Conrail, N&W and Chessie System.

SUPER TRAIN FOR "SUPERMAN" - WATCH YOUR LOCAL CINEMA FOR A NEW Superman movie being made by Dovemead Productions of London, England with assistance from CP Rail. Patrick Webb of Lethbridge first reported the appearance of a strange train comprised of a box express car, a baggage-express car and a coach, hauled by a newly painted F unit; CP Rail markings replaced by a small yellow "K" and a peculiar-looking star. Canadian Pacific headquarters confirmed the action which involved running the train to Barons, Alta. on the Aldersyde Sub, about 27 miles northwest of Lethbridge. Barons, for filming purposes, became Smallville, the town where Superman went to school.

THE B.C. GOVERNMENT HAS BEEN SHOWING OFF THE FIVE EX-U.S FREEDOM Train cars bought for service with the steam-hauled provincial museum train and for use on special excursions behind Royal Hudson 2860. Four of the five cars are coaches built in 1925 for commuter service on the Reading. For the Freedom Train they were stripped of seats and refurbished with imitation plasterwork, gold-colored light fixtures and fake curtains. Decor has been termed by one reporter as "gold rush bordello". Restored to service, (probably in B.C. Railway shops at Squamish) the cars will be used to entertain mayors, state governors and other dignitaries in the drive to promote tourism. According to Mark Wilson of the Vancouver Province, "the next big promotion being planned is a trip behind 2860 to mark the bicentenary of Captain Cook's landing at Friendly Cove on Nootka Island off the west coast of Vancouver Island. Two routes are being studied. One would circle the Great Lakes and the other would involve a tour of the U.S. Pacific Northwest." Thanks to Mike Green and Ron Meyer, Pacific Coast Branch, CRHA, for the foregoing.

VIA RAIL CANADA IS PREPARING TO CONVERT ABOUT 100 RDC'S TO "HIGHER-powered and modernized units for use in inter-city rail passenger service", according to a Globe and Mail report, Oct. 4/77. These cars are being acquired from CN and CP, foreshadowing "a new look" on the many services where they have been a familiar sight.

VIA'S FRANK ROBERTS RECEIVED WIDESPREAD PRESS COVERAGE ON HIS OCT. 1st talk at the Second National Rail Passenger Conference in Ottawa, under such headlines as "Icebox age is over, says VIA", "VIA Rail runs into trouble" and "Ottawa's rail idea can't be marketed". Mr. Roberts, outlining his plans for passenger train improvements, said that a federal proposal for a new Montreal/Toronto-Vancouver service "must be modified because we believe it can't be properly marketed." He noted that the Canadian Transport Commission's proposed plan would increase travel time on one rail line by 14 hours. "You end up with freight trains moving faster than passenger trains on the CP line in the West." The VIA Rail president also said:

- VIA will be participating in a study with the three prairie provinces on air, bus and rail service in the West.
- VIA wants to talk with the provinces about regional train service to develop a rail network that "satisfies the needs of the community."
- VIA would like to join the Air Canada reservations system so that travellers could easily book air, rail and hotel service through the same system.
- He hopes VIA can develop a rail network in central Canada using lines that would be used exclusively for passenger trains.

Mr. Roberts said that he would like to see the Canadian-built LRC train chosen for the busy central Canadian routes. This has been the VIA recommendation to the government, according to the Canadian Press report.

CP RAIL HAS WON A BATTLE OVER FREIGHT RATES WITH CN WHICH WANTED the right to set its own terms for accepting CP Rail traffic moving to shiploading facilities on the North Shore of Burrard Inlet over CN's lift bridge at the Second Narrows. A three-man arbitration panel ruled that CN had no right to quadruple charges on grain cars moving off the CP Rail system and using CN's bridge to get to the 5.5 million bushel North Shore elevator of Saskatchewan Wheat Pool. CN had demanded a payment of \$42.98 a car instead of the \$10.44 rate set in 1969. CN controls the sole rail link between Vancouver and the North Shore and the railway appeared certain to enforce higher rates on other categories of traffic if the arbitrators had supported its rate action on grain traffic.

-Vancouver Province

IF YOU'RE A BRIDGE BUFF AN ARTICLE ON TRUSS BRIDGES AND THE RAILWAYS should interest you. It's in the Summer 1976-77 issue of The New Zealand Railway Observer; eight pages with photos and line drawings showing various forms of the truss and its predecessors (such as Long's Multiple King Post and Town's Lattice).

PROTOTYPE OF TORONTO'S NEW STREET CARS HAS LOGGED ABOUT 1,000 kilometres on a line near Lausanne, Switzerland, according to the Toronto Globe & Mail (Oct. 18/77). The Urban Transportation Development Corp., an agency of the Ontario Government, hopes to have two of the six Swiss-built prototypes in Toronto by Christmas. First of the 190 production models is to start rolling off the Thunder Bay assembly line of Hawker Siddeley Canada Ltd. next October. Prototype One has been in Austria, being heated, chilled and rained on in an environmental chamber operated by the International Union of Railways.

AMTRAK'S LATEST PLANS FOR A \$4.5 BILLION FIVE-YEAR OPERATING AND improvement program includes several new long-distance routes. One of these is Grand Forks, N.D.-Winnipeg, with connections to Chicago. The plan is expected to undergo critical scrutiny and opposition in a Congress already balking at the growing cost of Amtrak service. Amtrak says, however, that its ridership will increase by 38 percent to 26.4 million in 1982 as the current \$1.75-billion upgrading of the Northeast corridor is completed and as modernization of the passenger fleet continues. Main features of the new five-year plan, announced Oct. 10/77, are a) equipment improvements: 353 new passenger coaches, diners and sleepers, and upgrading 77 Santa Fe bilevel cars, other old coaches and sleepers; b) high-speed equipment: in 1982 Amtrak proposes to award contracts for the first 50 coaches of a Metroliner Mark II train, to be operational by 1984 between Washington and Boston, and very high-speed French or Japanese trains may be built under license; c) new corridors: a doubling of Chicago-Detroit service, with travel time cut by 45 minutes, Los Angeles-San Diego runs cut by 18 minutes and service increased to seven round trips daily, and other routes such as Detroit-Pittsburgh, Pittsburgh-Cleveland, Cleveland-Cincinnati; d) new "long-distance" routes: Kansas City-Denver, New York-Boston via New Haven, Hartford and Springfield, and others.

CN INCREASED NO-SMOKING SPACE, EFFECTIVE OCTOBER 30/77. ALL OPEN sections of sleeping cars are designated no-smoking areas. One-third of club car space and two-thirds of coach space were already so designated. Smoking will be allowed in enclosed sleeping cars, such as roomettes and bedrooms, and in lounges and refreshment cars. Passengers in dining cars will be requested to ask others at the same table if they have any objections to smoking.

