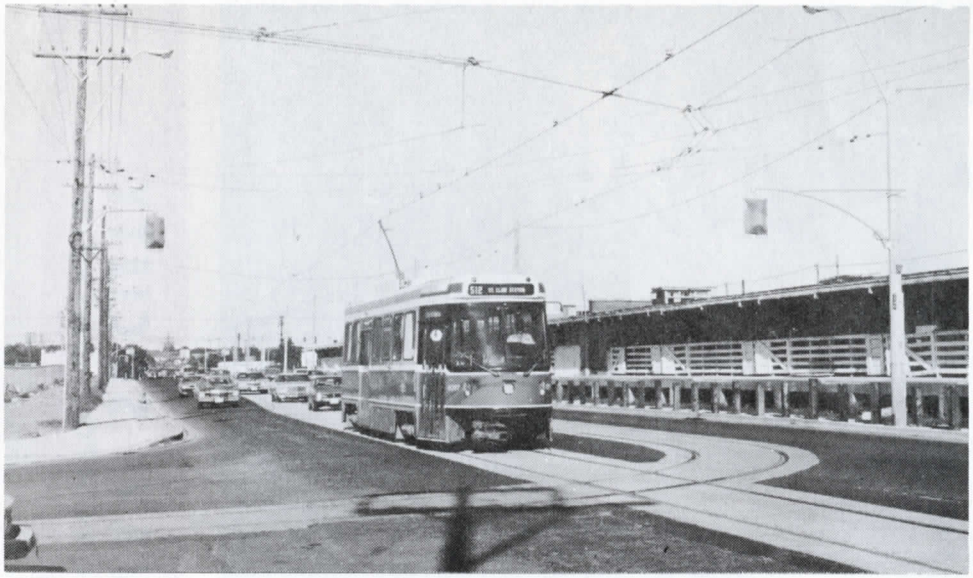
Newsletter

INCORPORATED 1952

NUMBER 384 OCTOBER 1981

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



TTC CLRV 4097 is pictured against a background totally new to Toronto streetcars--the Ontario Stockyards on St. Clair Ave. west of Keele St. The car is about to enter the new loop at Maybank Ave., opened this summer.

--John D. Thompson photo

TTC PCC 4412 is pictured at its new home, beside the Stone Cottage Inn, on the north side of Kingston Rd., east of Markham Rd. This isn't the first time that a streetcar has been in proximity to the former farmhouse--until 1930 double end radial cars on the TTC's West Hill line passed here.

--John D. Thompson photo

ONR FP7 1515 leads Train 87, 'THE NORTHLAND', at Swastika, Ontario, in August, 1980. Unfortunately for photographers, the cab units on this train are usually coupled 'elephant style'.

--Fred Matthews photo

CP Rail rebuilt and renumbered RS18 1802 (ex-8746), switching its train at Woodstock, Ont., prior to departing for nearby Ingersoll with a way-freight. May 16, 1981. This unit is the third RS18 rebuilt under CP's 10 year program.

--Brian C. Nickle photo

VIA CUTS: a floodtide of protest

By Brian C. Nickle

Opposition to the planned VIA Rail train reductions is gaining momentum, but still has not forced the Liberal government to relent in its decision to slash Canada's passenger services by 20% without the benefit of public hearings held before the Canadian Transport Commission. Among those who have spoken out against the VIA cutbacks are:

--The Canadian Brotherhood of Railway, Transport and General Workers
--The Canadian Railway Labour Association
--Edmonton's Acting Mayor, Edward Leger
--The Edmonton Chamber of Commerce
--Edmonton South MP (PC) Douglas Roche
--The Edmonton Kinsmen Club (the club collected a 35,000 name petition as well)
--Politicians and others in the State of Maine who consider VIA's Atlantic Limited as important to the state
--Transport 2000
--The Tourism and Small Business Department of the Alberta Government, which was not even consulted by Ottawa, although the Alberta Government has been studying ways to improve the efficiency of the Western trans-continental trains
--The Barrie-Toronto Train Passengers Association
--The Havelock-Peterborough-Toronto Train Passengers Association
--The Atlantic Provinces Economic Council
--Argenteuil Riding MP (Liberal) Robert Gourd from Quebec
--The Atlantic Provinces Chamber of Commerce
--Former Transport Minister Donald Mazankowski, who is the Chairman of the PC Committee that is holding unofficial public hearings into the cutbacks in Toronto, Hull, Sherbrooke, Vancouver, Kamloops, Edmonton, Saskatoon, Winnipeg, Moncton, Saint John, Halifax, and Peterborough
--York-Peel MP (PC) Sinclair Stevens

The list above is only a sampling of those who have spoken out against Transport Minister Pepin's train reduction scheme, and many thousands of other interested parties, too numerous to list in the Newsletter, have been equally vocal in their attempts to save the trains.

--Frank Roberts, VIA Rail Chairman, has announced that a second order for LRC equipment will be placed by the end of this year, for 1983 delivery, depending upon the successful formulation of a purchase agreement with Bombardier Inc. The new order is anticipated to be of about the same size as the first order in terms of the number of coaches (about 50), although nothing was mentioned in the matter of the number of locomotives. The trains in this second group are expected to be assigned to runs between Halifax-Moncton-St. John-Fredericton, and Edmonton-Saskatoon-Regina-Winnipeg.

--In April, 1978 the CPR cut down 24 black willow trees on City of Toronto owned land adjacent to the Don River and the Bayview Ave. Extension. In its defense against an action for damages brought by the City, the company claimed that the trees had been "a serious safety hazard to railway operations". A settlement of the matter as reached with the City in September, 1981 has resulted in the CPR agreeing to pay $7500 plus costs provided that the City does not plant any replacement trees within 40 feet of the former's tracks in this area.

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The Newsletter is mailed monthly to members of the Society in good standing. Membership fee is $17 for January 1981 to December 1981 inclusive.

Quote of the Month--Ontario Minister of Transportation and Communications James Snow: "Provincial Governments should be able to discuss (passenger train) services required directly with the Minister of Transport Canada as part of the policy development process--and have those needs reflected in the policy direction given to the Canadian Transport Commission."

Interested in Great Lakes shipping news? The Toronto Marine Historical Society, founded in 1968, publishes an illustrated, 14-page newsletter, The Scanner, which features the latest in lake marine news, together with feature articles dealing with individual ships and shipping companies, both past and present. The Scanner appears monthly, October through May, with an additional issue at Mid-Summer. Monthly meetings, held October through May at the Marine Museum of Upper Canada, feature illustrated addresses by members and other experts on assorted topics of marine interest. Membership fees are $15 per annum and include nine issues of The Scanner. Those interested in joining TMHS are invited to send their remittance to the treasurer, Mr. James M. Kidd, 83 Humberview Road, Toronto, Ontario M6S 1W9.

--CN plans to construct an $11 million diesel shop at Prince George, B.C., for completion in 1985. The project is one phase of a large CN development program at Prince George.
--Dundas (Ont.) Town Council is considering a plan to widen Hatt Street to four lanes, which would force CP Rail to reconstruct the TH&B branch (the one-time line of the Hamilton and Dundas Street Railway Co.) which is presently located on the street, at a cost of $365,000. If the municipality is not prepared to bear a good part of that cost (with the usual provincial subsidy) the future of this last remnant of Hamilton's electric lines could well be in doubt.

COVER: CN GP40-2 9556, sporting the distinctive wide nose "collision cab", leads an eastbound freight out of Toronto's MacMillan Yard at Mile 24 on the York Subdivision. June 4, 1979.
--by Dave More

MOTIVE POWER NEWS

by Pierre Patenaude

and Don McQueen

Delivery Dates (PP)

BRITISH COLUMBIA RAILWAY

SD40-2's: Order C-429, deliveries from GM Diesel Division, London

Road Nos.	Serial Nos.	Delivery Dates	Road Nos.	Serial Nos.	Delivery Dates
751	A-3945	Sept. 29/80	757	A-9951	Oct. 8/80
752	A-3946	Sept. 29/80	758	A-3952	Oct. 8/80
753	A-3947	Sept. 30/80	759	A-3953	Oct. 10/80
754	A-3948	Sept. 30/80	760	A-3954	Oct. 10/80
755	A-3949	Oct. 3/80	761	A-3955	Oct. 15/80
756	A-3950	Oct. 3/80	762	A-3956	Oct. 15/80

These units are the first from GMD for BCOL. They are equipped with extended range dynamic braking, Q-type radiator fans, exhaust silencer, and ditch lights.

CN

SD40-2W's: Order C-430, deliveries from GM Diesel Division, London.

Road Nos.	Serial Nos.	Delivery Dates	Road Nos.	Serial Nos.	Delivery Dates
5354	A-4032	Dec. 20/80	5359	A-4037	Dec. 21/80
5355	A-4033	Dec. 20/80	5360	A-4038	Dec. 23/80
5356	A-4034	Dec. 20/80	5361	A-4039	Dec. 23/80
5357	A-4035	Dec. 21/80	5362	A-4040	Dec. 23/80
5358	A-4036	Dec. 20/80	5363	A-4041	Dec. 23/80

These units are assigned to Symington Yard (Winnipeg), are of Class GF-30U, have exhaust silencer, Q-type radiator fans, winterization hatch over first radiator fan, snow shield over air intake, and no dynamic brakes.

ALGOMA CENTRAL RAILWAY

GP38-2's: Order C-437, deliveries from GM Diesel Div., London.

Road Nos.	Ser. Nos.	Del. Dates	Road Nos.	Ser. Nos.	Del. Dates
200	A-4067	Apr. 24/81	203	A-4070	Apr. 30/81
201	A-4068	Apr. 24/81	204	A-4071	Apr. 30/81
202	A-4069	Apr. 24/81	205	A-4072	Apr. 30/81

These units were delivered by CN to Oba, Ontario, thence via home rails to Sault Ste. Marie; are equipped with dynamic braking, snow shield over air intake, paper air filters, large fuel tank, no hi-adhesion trucks, no rear number boards, and back-up headlight.

CP Rail SD40-2's: Order C-430-1, deliveries from GM Diesel Division, London.

Road Nos.	Serial Nos.	Delivery Dates	Road Nos.	Serial Nos.	Delivery Dates
5950	A-3957	Oct. 17/80	5988	A-3995	Jan. 16/81
5951	A-3958	Oct. 17/80	5989	A-3996	Jan. 17/81
5952	A-3959	Oct. 21/80	5990	A-3997	Jan. 17/81
5953	A-3960	Oct. 21/80	5991	A-3998	Jan. 21/81
5954	A-3961	Oct. 23/80	5992	A-3999	Jan. 21/81
5955	A-3962	Oct. 24/80	5993	A-4000	Jan. 23/81
5956	A-3963	Oct. 23/80	5994	A-4001	Jan. 23/81
5957	A-3964	Oct. 23/80	5995	A-4002	Jan. 26/81
5958	A-3965	Oct. 28/80	5996	A-4003	Jan. 26/81
5959	A-3966	Oct. 28/80	5997	A-4004	Jan. 28/81
5960	A-3967	Oct. 29/80	5998	A-4005	Jan. 28/81
5961	A-3968	Oct. 29/80	5999	A-4006	Jan. 30/81
5962	A-3969	Oct. 31/80	6000	A-4007	Jan. 30/81
5963	A-3970	Oct. 31/80	6001	A-4008	Feb. 6/81
5964	A-3971	Nov. 6/80	6002	A-4009	Feb. 6/81
5965	A-3972	Nov. 6/80	6003	A-4010	Feb. 9/81
5966	A-3973	Nov. 8/80	6004	A-4011	Feb. 9/81
5967	A-3974	Nov. 8/80	6005	A-4012	Feb. 11/81
5968	A-3975	Nov. 11/80	6006	A-4013	Feb. 11/81
5969	A-3976	Nov. 11/80	6007	A-4014	Feb. 13/81
5970	A-3977	Nov. 13/80	6008	A-4015	Feb. 13/81
5971	A-3978	Nov. 14/80	6009	A-4016	Feb. 18/81
5972	A-3979	Nov. 13/80	6010	A-4017	Feb. 23/81
5973	A-3980	Nov. 14/80	6011	A-4018	Feb. 18/81
5974	A-3981	Nov. 20/80	6012	A-4019	Feb. 23/81
5975	A-3982	Nov. 20/80	6013	A-4020	Feb. 25/81
5976	A-3983	Nov. 22/80	6014	A-4021	Feb. 25/81
5977	A-3984	Nov. 22/80	6015	A-4022	Feb. 28/81
5978	A-3985	Nov. 25/80	6016	A-4023	Feb. 27/81
5979	A-3986	Nov. 25/80	6017	A-4024	Feb. 27/81
5980	A-3987	Nov. 28/80	6018	A-4025	Mar. 4/81
5981	A-3988	Nov. 28/80	6019	A-4026	Mar. 4/81
5982	A-3989	Nov. 28/80	6020	A-4027	Mar. 11/81
5983	A-3990	Dec. 3/80	6021	A-4028	Mar. 11/81
5984	A-3991	Dec. 3/80	6022	A-4029	Mar. 18/81
5985	A-3992	Jan. 14/81	6023	A-4030	Mar. 25/81
5986	A-3993	Jan. 14/81	6024	A-4031	Mar. 25/81
5987	A-3994	Jan. 16/81			

These units are classified DRF-30U and are assigned to St. Luc Yard (Montreal)--5950-5984, 6006-6024--and Winnipeg--5985-6005; are equipped with extended range dynamic brakes, exhaust silencer, Q-type radiator fans, after-cooler piping on rear end of long hood.

devco ry. GP38-2's: Order C-432, deliveries from GM Diesel Division, London.

Road Nos.	Serial Nos.	Delivery Dates	Road Nos.	Serial Nos.	Delivery Dates
220	A-4063	Apr. 10/81	222	A-4065	Apr. 11/81
221	A-4064	Apr. 10/81	223	A-4066	Apr. 11/81

These units are equipped with hi-adhesion trucks, paper air filters, rear headlight, rear number boards, and no dynamic brakes.

CN 101 S4, S7, and S12 units in service as of Aug. 3, 1981--to be retired. (PP)

Station assigned and Unit Numbers	Total S4's	Total S7's	Total S12's	Totals
Gordon Yard				
8192-8193	2	-	-	2
8238-8245	-	-	8	8
Taschereau Yard				
8028-8029	2	-	-	
8031	1	-	-	
8033	1	-	-	
8036-8038	3	-	-	
8040-8042	3	-	-	
8044-8046	3	-	-	
8048-8066	19	-	-	
8068-8073	6	-	-	
8076-8079	4	-	-	
8163	1	-	-	
8186-8189	4	-	-	
8191	1	-	-	
8194-8195	2	-	-	50
Macmillan Yard				
8173-8175	3	-	-	
8177	1	-	-	
8179-8184	6	-	-	10
8214	-	1	-	
8225-8230	-	6	-	
8232	-	1	-	
8234	-	1	-	9
8235-8237	-	-	3	3
Hamilton				
8164-8167	4	-	-	
8170-8172	3	-	-	7
Windsor				
8216-8222	-	7	-	7
Sarnia				
8208, 8210, 8215	-	3	-	
8223-8224	-	2	-	5
TOTALS	74	16	11	101

Updating Data (re August 1981 issue) --Don McQueen

Last stop for Turbo (P.4)--On April 8, 1981 Turbo PDC-27 (VIA); PDC-27 150 (CN); and coach 227 (VIA) arrived tarped in gondolas from Pointe St. Charles via Stratford. All were burned-out sheels, with all reusable parts removed. Work on scrapping began about June 25, 1981 and was completed by June 31, 1981. The 150 was destroyed at Coteau on Sept. 23, 1975, 153 and 227 at Iroquois May 23, 1979.

CP Holds Open House (P.14)--London, June 14: Eastbound train consisted of 5505-926-834-925; westbound train consisted of 5014-824-806. They were married in London to make a push-pull passenger set to make two trips west of London to Lobo siding during the party. The Toronto set (5014) led west while the Windsor set (5505) led east.

Notes (P.15)--CN 1711 has friends in London: There are five RSC13's on B-B traction motor-less trucks: 1701, 1709, 1710, 1711, 1717; one S2, 8139; four S3's: 8459/71 as 23/83/96; and three S4's: 8016, 8021, 8025. They have been in London since 1975 and 1976 and are held for "make-work"

scrapping at the reclamation yard--work that gets put off because of the huge program in progress to scrap the 40 foot steel box car, and more immediate items such as insurance claim wrecks. Most loco hulks are at the Rectory St. complex, although several have actually been out to the reclamation yard only to reappear back in the terminal.
C&O SW9 5422 is NOT the one sold to Andrew Merrilees Ltd.: sighted on August 25, 1981 was C&O 5244. Evidently C&O 5240 and 5241 are also for sale. 5242 is currently working the Sarnia yard and ferry dock along with SW1 8401.
New Item--Out of service and cannibalized in Sarnia (as of June 1981) are 8207, 8209 and 8613 x109 nee 8613 (CN).
Question for readers--Can anyone identify the number of the wooden express car recently dismantled behind the wheel shop at CN Spadina Engine Terminal?

A NEIGHBOUR'S VIEW OF THE VIA RAIL SERVICE CUTS: A STATEMENT PRESENTED BEFORE THE PROGRESSIVE CONSERVATIVE PARTY HEARING, HYDRO PLACE, TORONTO, AUGUST 11, 1981.

My name is John DeLora and I am the Director of the Michigan Passenger Foundation, a non-profit organization which has a contract with the Michigan Transportation Department to monitor passenger train service. To do this, we have 10 full time employees working on board Michigan's Amtrak trains providing travel assistance to passengers, and making daily reports on passenger equipment problems which affect passengers. In the process, we have developed a wealth of data and experience from a unique viewpoint : not that of the government bureaucracy, not the unions, nor the railway companies, but that of the passengers.

A lot of our Amtrak passengers connect to Canadian trains and a lot of Michigan residents (myself included) use VIA. As an American, I feel a bit out of place here, but I hope I can show you how to avoid some of the costly mistakes our government has made in the past, and which your government seems intent on inflicting upon Canadians.

Others who testify here can better explain how the proposed cuts in VIA service will affect various communities, and possible reroutings and schedule changes which will make VIA service more attractive. I will give you some ideas on how to make your services cost less.

First, it is important to understand the economics of passenger trains. Cutting trains wholesale does not save as much money as one would think. Accountants don't lie, but they don't tell the truth either. When one sees that train "A" has an avoidable loss of X amount of dollars, one naturally concludes that, if train "A" is cut, X amount of dollars will be saved. Not so. The term "avoidable loss" is an accounting tool which assumes, for accounting purposes, that if a certain operation is eliminated, a like percentage of overhead costs will be eliminated. In rail passenger service, this is not what happens in practice. It takes a minimum number of accountants, electricians, machinists and other support personnel to run even a few trains. Cutting back on the number of trains run doesn't result in much of a cutback in overhead or support costs, because they must continue to be incurred even if only an extreme minimum of service is offered. Conversely, an expansion of service does not mean a corresponding increase in these costs, because the support and overhead costs are already there. The addition of new trains will almost always lead to a reduction of the cost per train of these overhead costs, while bringing in new revenue. As long as the direct operating cost (fuel, crew expenses, etc.) is less than the revenue of a train, the train serves to reduce the overall deficit of the system. In short, when you cut trains, you are generally cutting revenues faster than you cut expenses. Conversely, when you add trains, you will generally increase revenues faster than costs.

Another mistake, often made by government planners, is that when a train is discontinued, its passengers will cheerfully hop on a bus to make their trip. We recently did a study of the Michigan market with Transmark, a subsidiary of British Rail. One part of the study examined what would happen if passenger train service were discontinued. We found that most passengers would switch to autos (65%), and that more would cancel their trips altogether (14%) than would switch to a bus (8%).

We have found several reasons for this. First is the image of the bus: cramped seating, little ability to move around, and a distinctly different type of clientele. In our surveys of air, rail, auto and bus passengers, we found that the bus passenger presented a substantially different market profile than the other modes, and bus patronage is little affected by even major changes in other modes. In short, the intercity bus market is an essentially closed, separate market. If rail services are discontinued, rail passengers will shift toward modes that in total are more expensive than rail. The government's policy of reducing rail service will in the long run require more or expanded airports and highways, along with their attendant loss of property tax revenues, additional capital and maintenance outlays, and additional police protection. This is a classic case of being penny-wise and dollar-foolish.

One government claim, which no one can deny, is that passenger trains are expensive--as they are now run. Therefore, methods of cost reduction should receive as much attention, if not more, than service cutbacks. Equipment maintenance is one of the biggest costs in passenger service. Most of VIA's equipment is getting rather elderly, and is becoming harder and more expensive to maintain. This is because many of its cars were built with steam heating systems so they could run with steam locomotives. The cars were also purchased in different batches, and the components in cars from one batch may not be compatible with cars from another batch. In addition, many components are no longer being manufactured by car suppliers. As a result, when components break down, as they increasingly do with age, replacement parts must be custom made.

Amtrak faced the same problem a few years ago and solved it by converting as much of its conventional equipent as possible to headend electric power (H.E.P.). In doing so, Amtrak was able to standardize heating and air conditioning components, simplify its parts inventory, and increase the reliability of its equipment. The cars are virtually new again, and passenger complaints on routes with H.E.P. equipment dropped by 80%.

Another of the big money losers is food and beverage services. These services, which are extremely popular with passengers, amounted to almost 10% of Amtrak's total loss last year. The reason is simple: railroad food service employees are very highly paid. In the United States, starting pay for a food service attendant is over $18,500 per year. No restaurant could ever hope to break even when it has to pay its waiters that much. The solution is simple: contract out the service to private concessionaires. Under this plan, VIA would charge the concessionaire a small amount as rent to help offset the maintenance of the diner or lounge car. The concessionaire would provide his own help, maintain his own supplies, etc. and keep the profits. VIA could set the standards for the type of service, which would then be bid upon by the concessionaires. For example, VIA might have a set of equipment that leaves Windsor at 6:00 a.m. for Toronto, which leaves Toronto at 5:30 p.m. on its return to Windsor. VIA would ask concessionaires to bid on the monthly rental of a dining car that would provide (a) sit-down meal service, (b) from a menu selection, (c) with waiters or waitresses, (d) offering a choice of at least three main courses at each meal (e) and that said service would meet all Federal/Provincial health standards. In this way, the passenger would receive a higher level of service than at present, VIA (and the taxpayers) would save a lot of money, and the concessionaire would make a profit. A similar system is already being used on at least one Canadian railway, and has been used successfully in the past on U.S. railroads. The same thing could be done to first-class services (club and sleeping cars).

Another way to reduce costs is to have someone other than VIA pay part of the cost of running trains. In the U.S., a section of the law which created Amtrak (section 404(b)) allows additional trains to be run provided the state pays Amtrak 50% of the avoidable loss. This has proved to be an excellent means of building new traffic for Amtrak, as well as a means of obtaining additional capital. For example, Amtrak operates a Detroit-Chicago service. The State of Michigan decided to exercise its 403(b) rights and funded a Port Huron-Chicago train which, from Battle Creek to Chicago, uses the same track as the Detroit-Chicago trains. The state has invested large sums of money with Amtrak on the jointly used portion of their route. Track speeds have been increased from 60 m.p.h. to 80 m.p.h., signals improved, and highway crossings have either been eliminated or have received increased protection. As a result of continuing improvements, the Port Huron-Chicago running times have been reduced by 1-½ hours, Chicago-Detroit by 15 minutes and on-time performance of both routes is now regularly 80% on time or better.

I would propose that a similar program be adopted for VIA services, but with some modifications. First, any organization, provincial, city, county, or even private businesses should be eligible to sponsor a train. The sponsor would agree to pay 50% of the solely-related capital costs required to initiate service. Once the service began, any locally sponsored train not achieving a 50% revenue-to-avoidable cost ratio would be funded with the local sponsor's share being that amount required to bring the train's revenue-to-avoidable cost ratio to 75%. Any locally sponsored train which achieves a 50% or better revenue-to-avoidable cost ratio would be funded with the local sponsor and VIA sharing the avoidable loss equally. If you get out your calculators, you will find that this formula prevents a poorly performing train from becoming a drag on VIA's resources. On the other hand, the formula offers a substantial incentive for the local sponsor to fund trains that are good performers, and to become involved in the improvement of VIA services.

Passenger train service is a highly capital-intensive industry. In order to get the best financial performance, the capital must be intensively used. For example, if you have one train per day on a given route, all of the costs for each station are allocated to that train. If ten trains per day are run on that route, only 1/10th of the costs of each station are allocated to those trains. If a train only has to cover one-tenth of each ticket agent's salary rather than all of it, it will obviously have a better chance of breaking even. This has been proved on Amtrak's Los Angeles-San Diego route. That route began with three trains per day. The California Transportation Department sponsored additional trains on the route. With virtually all of the overhead and on-line costs already being incurred, the new trains served to bring in a lot of new revenue at very little additional cost. The added frequencies opened up more travel options for passengers, and ridership is now higher than it was during World War II. There are now seven round trips on this route, and the deficits on the route are declining.

Highest priority for adding trains should be additional frequencies on existing routes. The next priority should be on new routes which require the opening of few or no new stations. Using those rules, VIA will be able to increase its revenues faster than it will increase its costs. Before any of this can take place, however, VIA must have more capital funding. VIA is already short of equipment and the situation is worsening. I mentioned earlier that converting existing steam heated cars to headend electric power can save money. What it can't do is provide more seats. The purchase of a few LRC trains from Bombardier is a step in the right direction, but it does not begin to fill VIA's needs. Many of VIA's cars are older than the passengers who ride in them. The very first step that should be taken to improve VIA should be to buy new equipment. Even if a major order were placed today, it would probably be at least two years until the new equipment got into service. Three years ago Amtrak was in the same position, and one especially severe winter was enough to break down so much of Amtrak's old equipment as to virtually cause Amtrak to collapse into chaos. The government's delay in making more than a symbolic equipment purchase for VIA is a sure-fire prescription for a transportation nightmare.

The travelling public consists of ordinary people who want nothing more than to get from one place to another in reasonable comfort at a reasonable price. VIA can answer that need. I

hope the Progressive Conservative Party will make rail passenger service a major issue, because about one in three Canadians are VIA users. Unfortunately, however, train service is not a glamor issue which attracts a lot of media attention. Nevertheless, most voters strongly support passenger train service and they should be made thoroughly aware of which party wants to build service and which party wants to destroy service. In the U.S., President Reagan's budget advocated elimination of all but one Amtrak route, from Boston to Washington. Without the support of either party, enough people wrote their Congressmen and Senators to save almost the entire system.

In Canada, with a major party taking the lead on this issue, the government will reap the embarrassment it so richly deserves from having proposed such a shortsighted and poorly thoughtout plan.

Unfortunately, I did not have time before this hearing to prepare additional material regarding possible permanent, dedicated sources of funding, of ridership profiles we found in our study by Transmark, nor in the potential for high speed services. I will be happy to discuss those issues privately with you or your staffs if you so desire. I hope my remarks will be taken only as an outline to help Canadians to avoid making the same mistakes that we made in the U.S., and I thank you for allowing me to present my views.

--contributed by Peter F. Oehm

North to Swastika

by
Fred Matthews

A line of intending passengers queues up at Gate 10 of Toronto Union Station on a muggy August evening, waiting for that useful but beleaguered institution, the overnight train. In past decades, convenient overnighters gave time-sensitive Torontonians connections to the main points of the compass--though those destined south-east, for New York and Philadelphia, departed westward. Now only three remain. Most familiar, conforming closest to the idea of the overnighter connecting major cities, is the CAVALIER to Montreal with an Ottawa section six nights a week. The latest transcontinental schedule change has restored a modest overnight function to the SUPER CONTINENTAL, since it carries sleepers through a stop in suburban Sudbury early the morning after leaving Toronto.

Our line, however, awaits the most exotic of the survivors, the NORTHLAND, VIA No. 129 to North Bay, which there becomes Ontario Northland No. 87. Despite efforts to discontinue it a few years ago when the new day NORTHLANDER service began, this useful train still runs. It has a distinguished lineage, being the direct descendant of the COBALT SPECIAL of the years before World War 1. As Albert Tucker said in Steam Into Wilderness, that luxury overnighter "provided comfortable accommodation for the businessmen, the brokers, engineers and entrepeneurs who financed the silver mines from offices in New York, Chicago, Montreal, Buffalo and Toronto". To be sure, the NORTHLAND of the 1980's is much reduced, even from the train of a half dozen years ago with its separate sleepers for Timmins, Noranda and Kapuskasing. Still, the major link remains, and the times are recognizable though improved; the COBALT SPECIAL left Toronto at 9 p.m., reaching Cobalt at 8:45 a.m., while today's train, out at 2125, improves on that by three hours en route much farther north.

Stephen Leacock, in Sunshine Sketches of a Little Town, recalled the COBALT SPECIAL: "On a winter evening...you will see the long row of the Pullmans and diners of the night express going North to the mining country, the windows flashing with brilliant light, within them a vista of cut glass, a snow-white table linen, smiling Negroes and millionaires with napkins at their chins whirling past in the driving snowstorm".

Much has changed since the years just after 1907 when the train appeared--no diner, few if any mining promoters or engineers, not even a stop in Leacock's Orillia, since the NORTHLAND in both directions traverses the scenic Bala Subdivision out of Toronto. But the train survives, and a sizeable crowd files up the stairs to the three coaches and single sleeper that trail the CN cab unit and baggage car. Despite reports of very light passenger loads earlier in the year, close to a hundred fill the train on this CNE night in August, though the majority have vanished before dawn south of Englehart.

We settle into a bedroom in the 6-6-4 sleeper, readying our tickets for the lift and noting the full information and wishes for a pleasant trip carefully typed on the Ontario Northland envelope. The familiar line up the Don Valley gets a special beauty through a Pullman window, and soon we pull away from Richmond Hill across the farmland towards the junction at Washago. One of the great ways to stop time, or step out of the cares of daily life, is to relax in the privacy of a sleeper room, watching a moonlit landscape unfold to the music of the engine whistle. And the NORTHLAND does it in style--Canadian air horns do recreate much of the steam era sound, and certainly the Bala Sub south of Washago offers numerous grade crossings for the whistle artist. Was there ever a more relaxing--or rational--means of travel than this?

If anything is more conducive to a sense of satisfying travel, it would have to be the view of the country at dawn from the lower berth. The NORTHLAND's dawn vista in August is especially spectacular, since it has left the scrub forest and the old towns of Ontario's own wild "west" for the Clay Belt farms, with distant views over the fields of Lake Timiskaming like a Georgia O'Keefe painting. Soon we cross a high bridge into Englehart, where a sizeable stop allows a view of preserved Pacific 701, and of the gleaming Ontario Northland cab unit added ahead of the CN job at North Bay.

The two diesels make smart work of the run to Swastika through outcroppings of Shield rock and forest patches. Swastika's solid modern station perches like a fortified outpost above an old mill pond, faced on the west by rows of frontier frame shops and houses suitable for a Hollywood set. As at Englehart, the NORTHLAND is early, giving ample time to admire this

pocket streamliner in 1950's style before it comes alive and roars away through a cut towards Cochrane and the final dash over CN rails to Kapuskasing, four hours and 158 miles north and west. With the simplification of schedules in the late seventies, No. 87 no longer drops a Timmins sleeper at Porquis, but a bus connection still exists for any mining men with a sense of tradition and efficiency.

The other mining centres, Kirkland Lake and Noranda, are less well connected since their Toronto sleeper vanished. The rail connection still exists for freight, of course: a tight wye track turns east through the rock south of Swastika's platform, and a half hour after our arrival the local freight from Englehart lights up the gloomy sky to the south and walks around the interurbanish curves toward Kirkland Lake. Passengers, however, must call a taxi for the 10-minute ride or await a Timmins-Toronto bus 90 minutes after No. 87's call.

Aside from the freight snaking through the reverse curves of the line to Kirkland Lake (and a revivalist tract tossed from the caboose), Swastika is silent on this Sunday morning. We sit on the south end of the platform, a wooden bridge over a steam from the mill pond to a lake, as a few passengers appear for the 0905 NORTHLANDER en route from Timmins to North Bay and Toronto. This must be a favoured train, since bright sunlight emerges just as the GMD cab unit leads the former TEE cars around the curve into view, another exotic train to match its surroundings. The limited capacity of the TEE cars is already quite full, with about half for North Bay and half through to Toronto, nine hours south.

The general impression of the NORTHLANDER is certainly agreeable--a notably smooth ride, especially on home rails; comfortable European-type compartment seating, crews with an 'American' friendliness, a pleasant early lunch rolling through the forests. Just before lunch we spot the likely remnants of the Nipissing Central electric line, perhaps the most isolated of all interurbans. Cobalt, visible by day, has preserved the look of a vintage mining town, but shows renewed activity as soaring metals prices have recreated some of the old excitement. The long wilderness run to North Bay, forest punctuated by slow order curves, reminds us of the isolation of the ONR's main centres of activity even from the CN and CP transcontinental lines, much less from Toronto.

At North Bay there is a long backup move into the CN station to exchange passengers and crew. From here every seat is taken, and the crowded train heads south over CN track that rides distinctly rougher than that of the Provincial railway. Now the reverse curves traverse the lake-dotted cottage country, though our pace is fast enough to outrun the black flies. Again a pleasant, rather drowsy ride, but undeniably a long one, and we end the 21-hour venture to the unknown North by agreeing that day trains are fine for tourists, once or twice, but that overnighters like the NORTHLAND are essential tools for the serious traveller. If only someone can improve the productivity of sleeping cars...

Those Bochum Wheels

A Technical Committee was established several months ago, comprised of representatives of the TTC, the Ministry of Transportation and Communications and the City of Toronto Department of Public Works, to study and report on the noise and vibration problems occasioned by CLRV operation. The formation of the Committee was spurred by some 140 recorded complaints from citizens living or working adjacent to street car lines on which the use of CLRV's has been instituted. The preliminary findings of the Technical Committee, as presented in a recent report to Toronto City Council, are summarized in the following:

With regard to sound, it has been established that the overall sound pressure levels generated by CLRV's in proper operating condition are about the same as a PCC in a similar condition. The two types of streetcar, however, can easily be distinguished by ear, due to a variance in the frequency spectrum of the sound. The sound which gives rise to the complaints is that which is heard within buildings. It is mostly induced sound, caused by vibrations from passing CLRV's which make a building vibrate, producing a low rumbling sound.

Analysis of the in-house sound induced by the CLRV's compared with that caused by PCC's, in similar condition, revealed an increase of as much as 15 dB existed in the 63-125 Hz frequency range, but only a two to three dB difference in the overall level. It was also determined that where wheel damage (flat wheels) had occurred, CLRV's were noisier, by as much as six dB, than PCC's in similar condition. The reasons for this appear to be:
(a) The greater weight of the CLRV
(b) The truck design of the CLRV with its monomotor (geared double axle) results in the production of four flat wheels at a time; the PCC cars with a single driven axle result in two flat wheels at a time.

Analysis of vibration tests indicated that CLRV's in good condition caused between 50% and 100% more vibration in buildings tested than did PCC's in similar condition. The frequency pattern of vibrations generated by CLRV's again showed as much as a 30 dB increase in the 63-125 Hz band over PCC's, although again in the overall spectrum there was only a slight increase in level. Also, with flat wheels, the CLRV's generated greater vibrations than did the PCC's in similar condition.

The effect of the CLRV's on structures was to cause vibrations often double the magnitude of those from PCC's, but in all cases the magnitudes were far below the internationally accepted levels for structural damage to occur. All readings for vertical vibration were below 1 cm/sec.; structural damage is usually caused above 5 cm/sec.

Measurements were taken for all three types of track allowance surfacing: asphalt, concrete, and granite setts. Results showed no differences in the transmission of vibrations

from the various surface treatments. Worn trackage resulted in increased noise and vibration in all cases.

From the testing, it became obvious that the vibrations in the 63-125 Hz range of frequency as generated by the CLRV's were the root cause of both the noise and vibration problems and that the wheels of the CLRV were suspect. A decision was therefore made to undertake tests utilizing various types of wheels on both PCC and CLRV cars:
1. On a CLRV the original wheels (Bochum type) were replaced by a set of PCC wheels modified to fit the CLRV.
2. The wheels of a PCC were replaced by a set of experimental wheels from the Ministry of Transportation and Communications.
Acomparison of the wheel specifications is as follows:

Wheel Type	Weight (lbs.)	Stiffness
PCC	380	75,000
Bochum	391	630,000
Experimental M.T.C.	250	150,000

(S.A.A.B of Switzerland has a wheel similar in performance to the PCC wheel but it was not tested).

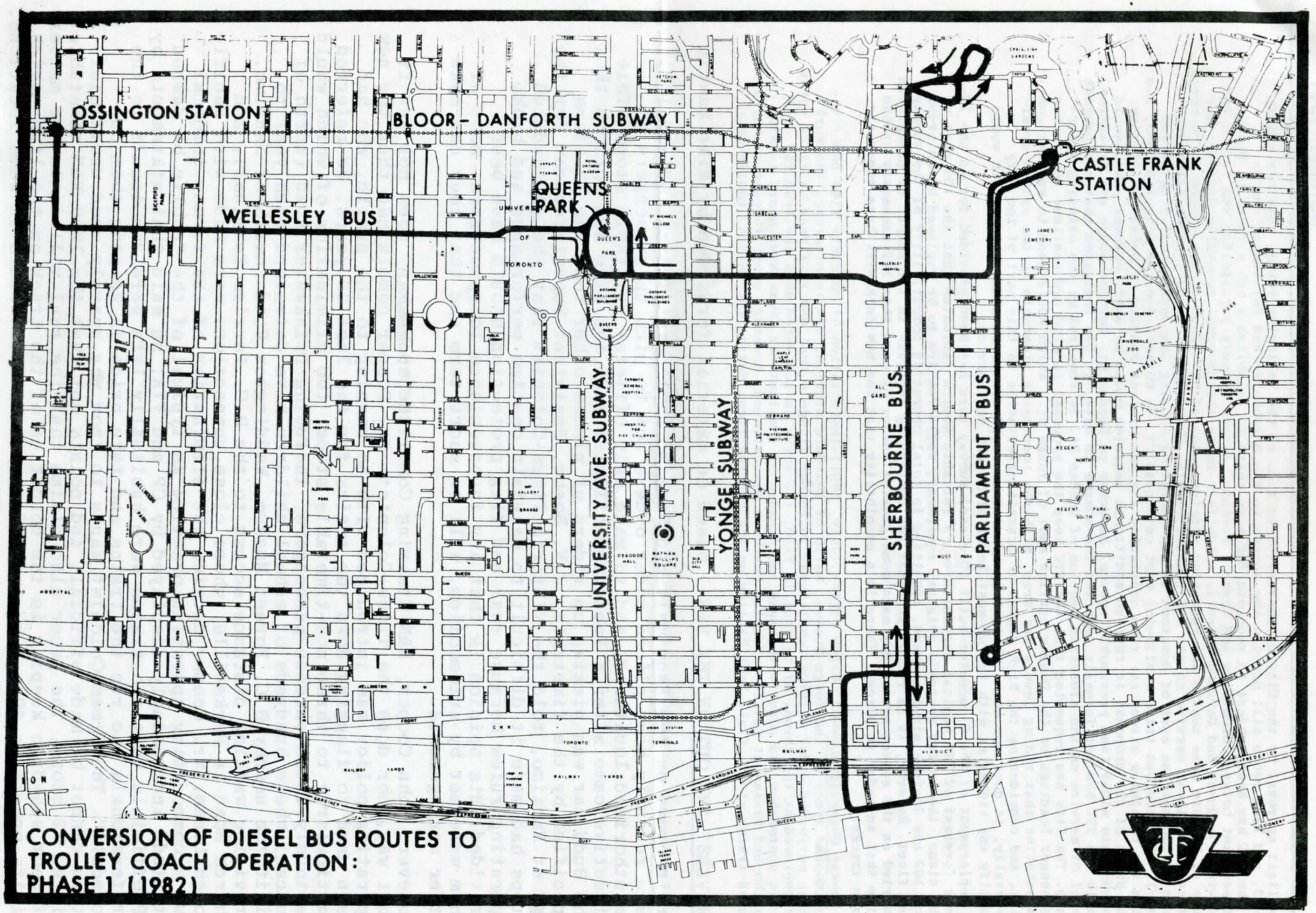
The Bochum wheel is of European design and stiffer than the wheels of the PCC cars. The experimental Ministry of Transportation and Communications wheel is lighter than either and comparable in flexibility to the PCC wheel. From the test results it was apparent that the CLRV equipped with the PCC wheels generated greatly reduced sound and vibration levels in the 63-125 Hz range and an overall frequency pattern similar to the PCC car. The PCC car fitted with experimental MTC wheels showed a similar vibration pattern to a standard PCC.

The Technical Committee, on the basis of the test results, reached the following conclusions:
1. The problem is one of ground-borne vibration and of sound induced by the vibration.
2. The probable main cause of the increased level of vibration in the 63-125 Hz frequency range is the stiffness of the Bochum wheel.
3. The solution is to reduce the level of vibration passed from the wheels to the tracks by proper wheel maintenance in the short term, and in the long term the solution lies in the replacement or modification of the Bochum wheel.

The noise and vibration problem to recent date was exacerbated by a lack of facilities to grind out flat spots on CLRV wheels. However, a wheel grinding facility is now in operation for the CLRV's, and a second facility was expected to be in operation this fall. These two operations should substantially reduce the number of flat wheels on cars in service. Also, routine inspections which were made of wheels after 30,000 miles (approximately one year of service) will now be carried out at 15,000 miles (approximately six months of service). Cars which cause complaints are processed immediately, regardless of mileage. The foregoing, together with the 100% use of PCC's during late night hours on several routes, is anticipated to substantially reduce the degrees of noise and vibration experienced at the present time.

As a long term solution the use of a different type of wheel on the CLRV's is recommended by the Technical Committee for consideration. The cost of the Bochum wheels is $1,800 apiece, which for the 196 CLRV's amounts to $2,888,000 ($14,400 per car). The cost of the MTC wheel is approximately the same as the Bochum wheel. The Technical Committee is obtaining cost data for the S.A.A.B. wheel and also is contacting B.F. Goodrich, which was involved with the manufacture of the PCC wheel, to determine the availability and cost of a wheel of this type. Discussions are also underway with the manufacturer of the Bochum wheel to determine if modifications can be made to its product to reduce the level of vibration being passed from wheels to track with CLRV operation.

MORE ITEMS • Phase 1 of the trolley coach expansion program, involving the Wellesley, Parliament and Sherbourne routes (see accompanying map), has been the subject of a City of Toronto report. The principal recommendation of this report is that the total program of conversion of diesel bus routes to t.c. operation be supported in principle by City Council in view of lower energy costs in the long term and reduced air pollution. The report does place certain qualifications on such approval, however. The first concern is that the Commission place feeder cables in underground conduits where Hydro wiring has already been "undergrounded", and that an effort be made to plan the overhead system such that the number of poles and span wires is kept to a minimum (attaching span wires to buildings in commercial areas is one way of accomplishing this). The City report also encourages co-ordination of TTC, Toronto Hydro, Bell Canada and City work in those areas along the proposed t.c. routes where reconstruction of road pavements and sidewalks, together with the undergrounding of overhead wires, is currently scheduled at an early date. The report recommends further that each route to be converted be the subject of a joint review by the TTC and the City to establish locations for any short turn loops or other special overhead installations that might be desirable in order to provide greater flexibility in making service adjustments. Finally, the City report expresses the opinion that each bus route selected for t.c. conversion should be the subject of a joint TTC-City study to determine if the present routing is likely to be the subject of any extension or other alteration within the foreseeable future; the report states that the "adequacy" of all three of the Phase 1 routings is under question. The Parliament route is likely to come under pressure for a southerly extension to the vicinity of The Esplanade; the Sherbourne route does not provide a downtown oriented alignment for residents of the new St. Lawrence housing project at the south end of the route, and there has been some recent pressure on the part of the City for a westerly extension of the Wellesley route via Dovercourt Road, Hallam St. and Lappin Ave. to the Royce Loop at Dupont and Lansdowne (restoring the west end of the pre-1948 Harbord carline routing). The TTC has already once rejected this proposal, in 1979, but it appears that the City will request reconsideration of it. This promises to delay any



CONVERSION OF DIESEL BUS ROUTES TO TROLLEY COACH OPERATION: PHASE 1 (1982)

explicit approval by the City of conversion to t.c. of the Wellesley route, possibly until 1983, and that route will provide the access to the Sherbourne and Parliament routes.

• The TTC has been subject to requests for some years to establish a bus service on Dundas Street East between Broadview and Coxwell Avenues, rather closely paralleling the street car services on Queen and Gerrard Streets, which fact makes the proposal generally dubious. The City of Toronto some months ago requested consideration of a variant of the scheme which would affect street car service on the 505 (Dundas) route. The proposal is to convert alternate runs on the carline east of downtown to bus operation (during the daytime off-peak period only), with the bus trips continuing east on Dundas St. to Coxwell Ave. or Kingston Road, and with the remaining street car runs continuing via the present routing to Broadview Station. The basis of the proposal is that no additional vehicles would be used; however, this would necessitate wider (and presumably uneven) headways on Dundas St. between Yonge and Broadview. While the TTC has not formally rejected the scheme to date, it has indicated that the present level of service on the aforesaid section of Dundas St. is required by the existing ridership. The City has requested that the TTC keep the proposal in mind and continue to monitor passenger loadings on the Dundas carline east of Yonge St., which would seem to suggest some expectation that riding levels may drop. With the increasing ridership on the system generally, and considering the high degree of transit orientation in this part of the city generally, it does not seem likely that conditions would change in a direction which would justify any tinkering with the present level of street car service.

• Replacement of the Gloucester-built (G class) subway cars has been provided for in the 10-year forecast of TTC capital expenditures. A reliable source indicates that the 134 cars of the class, the subway system's original equipment, would require to be replaced by an order for 102 new 75-foot aluminum cars, resulting in total operating compatibility of the subway car fleet. However, it is recognized that the continuing increase in the number of passengers carried on the subway system may make some greater number of cars than 102 necessary by the time that an order is placed. There is a possibility that the new cars will have steerable axle trucks.

• Subway Observations--(J. Ralph Oakley, July, 1981)-Installation of concrete ties under the southbound track of the Yonge Subway, north of Rosedale Station, was in progress, the work being performed under service conditions. To reduce flange squeal and rail wear, a water spray is employed at the throat of Davisville Yard; the spray is activated when the lead car of a train approaches and deactivated upon the passage of the last car. Peak hour short turning of northbound trains at Eglinton Station has been discontinued; however, short turning of northbound trains at St. Clair West Station on the Spadina line, during rush hours, continues.

"WAVERS" ARE OUT ON THE E&N

based on material forwarded by Mike Mastin

Train crews on the Esquimalt and Nanaimo Dayliners (Trains 198 and 199) have recently been placed under orders not to pick up passengers at unauthorized locations, and to make only official timetable stops. This directive came after a Vancouver official rode the line and noticed that the Budd car was picking up riders at places other than the 17 stops specified by the timetable. J.V. Boehm, Assistant Superintendent for the E&N at Nanaimo, told the Victoria Times-Colonist that the unscheduled stops had made it difficult to maintain on-time performance and broke operating rules because rear end flag protection should have been provided. His opinion is that any inconvenience to passengers, most of whom were met by automobiles, will be short term and that they can make other arrangements.

However, John Cooper, E&N Steering Committee spokesman, does not see it that way, nor does the Times-Colonist. Mr. Cooper complained that the new operating policy was introduced with no warning to the public, who had been used to flagging down the trains for the last 25 years. He referred particularly to three non-timetable stops, the elimination of which would seriously inconvenience passengers, including Drinkwater Road (north of Duncan) where hundreds of school children have detrained each year to visit the nearby B.C. Forest Museum, Waddington Road (north of Nanaimo, providing walking distance access to the B.C. Ferries Terminal), and Church Road in Parksville, where close connections were made with Pacific Coach Lines. Mr. Cooper decried the elimination of the former informal but accommodating operating practice as typical of the "public be damned" attitude increasingly displayed by CP and VIA; he said that statements by CP officials that the trains were habitually late were "an insult to the professionals who run the trains and take pride in keeping them on schedule". The Times-Colonist wants to know why heavily used unofficial stops cannot be made official, and points out that the 1946 E&N timetable listed 42 stops. The paper also claims that the real villain in the matter of poor schedule keeping is the condition of the track on the line, which limits speeds to 40 m.p.h., with five m.p.h. slow orders in some locations.

Victoria Times-Colonist cartoon

One intending passenger left "waving" at Waddington Road on the first day of operation under the new directive, with the return half of a ticket already in his hand, was able to hitch-hike to Courtenay in time to meet the Dayliner there, give the crew a piece of his mind, and demand his money back. However, in spite of the slow operating conditions having made this confrontation possible, the irate (and now former?) E&N patron was told that a refund could not be made until he presented a full explanation to VIA Rail of what had happened.

Hard on the heels of the decision to stop picking up passengers at unauthorized stops has come the announcement that fares on the E&N will be raised on October 8 by 10%, including a hike in the price of a Victoria-Nanaimo ticket from $7 to $7.70, while one for the full Victoria-Courtenay run will escalate from $13 to $14.30.

• Over the second week of September, 1981, the fire-damaged VIA Turbo Train wreckage was cut up for scrap at CN's London, Ontario Reclamation Yard. By September 13 all that remained of the burnt out equipment was Turbo cafe/coach 227.

-- Brian C. Nickle

• CN's subsidiary Grand Trunk Western has acquired the 50% stock formerly held by the Norfolk and Western in the 50-mile Detroit and Toledo Shore Line Railroad, which connects the two cities included in its name. The purchase price was $1.9 million. Heretofore the D&TSL, a typical "bridge" line, has been jointly owned by GTW and N&W.

UCRS AND OTHER EVENTS AND ACTIVITIES by Ed Campbell

We are all indebted to members who help in the various activities of the Society. Recently at the Canadian National Exhibition Grant Kingsland opened CN 6213 to visitors. Those who helped him were Lorna Sloane, Pat Scrimgeour, Robin Scrimgeour, Norm English, John Carter, Art Lister, John Robertson, Jim Walther, Heather Walther, Mike Woloshyn, Dave Stalford, Mal Marchbank, Art Eyres, Larry Eyres, Ivor Samuel and Guy Senvide. This year Chris Spinney maintained a sales booth beside 6213--we all thank Chris and his staff of Pat Scrimgeour, Robin Scrimgeour, Norm English, Mrs. Sandusky, Tom Thompson, Bruce Acheson, Charlie and Helen Bridges, Irene Shadlock, Carlyne Buck, John Laraway, Tom Shea and Ed Campbell.

Keep Saturday, November 21 open: The UCRS trip planned for October 24 and announced in the September Newsletter has been delayed until Saturday, November 21. The excursion will be from Toronto to Belleville and Kingston to celebrate the 125th anniversary of the opening of the Montreal-Toronto line of the Grand Trunk Railway Co. of Canada. GO Transit bilevel cars powered by F40PH units. Full details will follow in the next Newsletter.

Sunday, October 25: Street car trip in Toronto--leave Wellington and Bay Streets at 11 A.M. for a six-hour trip which will include the new Maybank Loop. An ex-Cleveland PCC, of which very few units remain in service, will be used, with the usual photo stops. Price $8.50 in advance or $9 at boarding time. Call Ron Layton at (416) 284-1925 for reservations and remit money order or certified cheque to UCRS, Box 42, Station "D", Scarborough, Ontario M1R 4Y7.

Friday, October 16: Regular UCRS Toronto meeting at the Education Centre Auditorium, south-east corner of College and McCaul Streets, 6th floor. Doors open 7 P.M., meeting starts at 8. Tom Henry will present a GO Transit program, including a preview of the new Milton service, and John Thompson will show slides of pre-Amtrak passenger trains south of the border.

Friday, October 23: Regular Hamilton Chapter meeting, CN Station, 2nd floor, 8 P.M. The entertainment will be a 35mm slide show "All Alco Power" by Doug Page. Direct GO Transit trains leave Union Station at 5:19 P.M. and 6:03 P.M., giving Toronto members time to walk downtown in Hamilton for supper before the meeting. Return via GO Transit bus-train combination at 10:35 P.M., express bus at 11:00 P.M. or GO Lakeshore bus at 11:30 P.M.

Saturday, November 7: UCRS 40th Anniversary Banquet. The Society is honoured to have as its guest speaker on this historic night one of Canada's leading railfans--OMER LAVALLEE, Corporate Historian and Archivist, CP Rail. In this 100th anniversary year of the CPR, Omer will give a lively and informative illustrated talk on the railway's history, with emphasis on the "glory years", 1900-1950. The dinner menus will feature Roast Muskoka Turkey with all the trimmings. Location: Kent Room, Westbury Hotel, 475 Yonge Street, Toronto (just north of the College subway station; hotel entrance on Wood Street). Social hour 5:30 P.M., dinner 6:30. Send certified cheque or money order, $15, payable to UCRS, Banquet Committee, Box 122, Station "A", Toronto, Ontario M5W 1A2. Tickets available at October 16 meeting. Inquiries: George Meek, 532-5617, Chris Spinney, 267-9298.

Publications: As mentioned in the September issue, UCRS Publication Sales will be opening a booth at the Society's new quarters at the CNR St. Clair Station (Newmarket Sub. at St. Clair Ave. West). The opening date is Thursday, October 22, from 7:30 P.M. to 9:30 P.M. This will provide an ideal opportunity to see the full line of materials available from the Society. It is hoped that the Sales Department will be open one night per week in the near future. If you are interested in helping with this venture, come on October 22 or call Chris Spinney at 267-9298. If you travel TTC, get off the 512 (St. Clair) car at Caledonia Road. The station is on the east side of the railway overpass on the north side of St. Clair, just west of Caledonia. If driving from the west, look for and pass under the second railway overpass east of Keele Street, then turn sharp left to park near the station.