APPLICATIONS FOR ABANDONMENT ON. P7.

Newsletter

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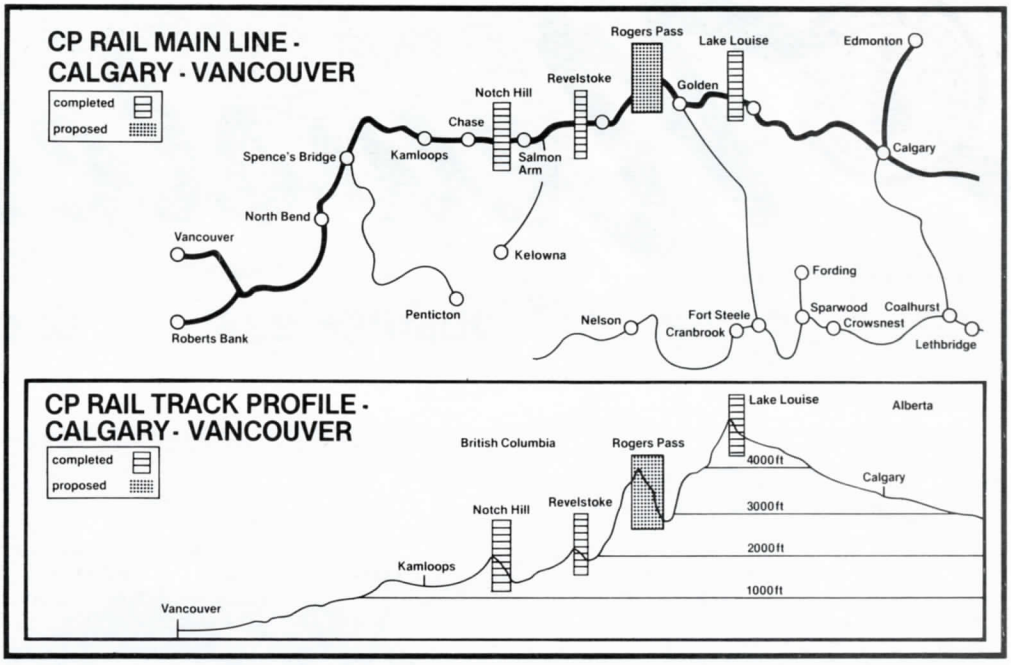
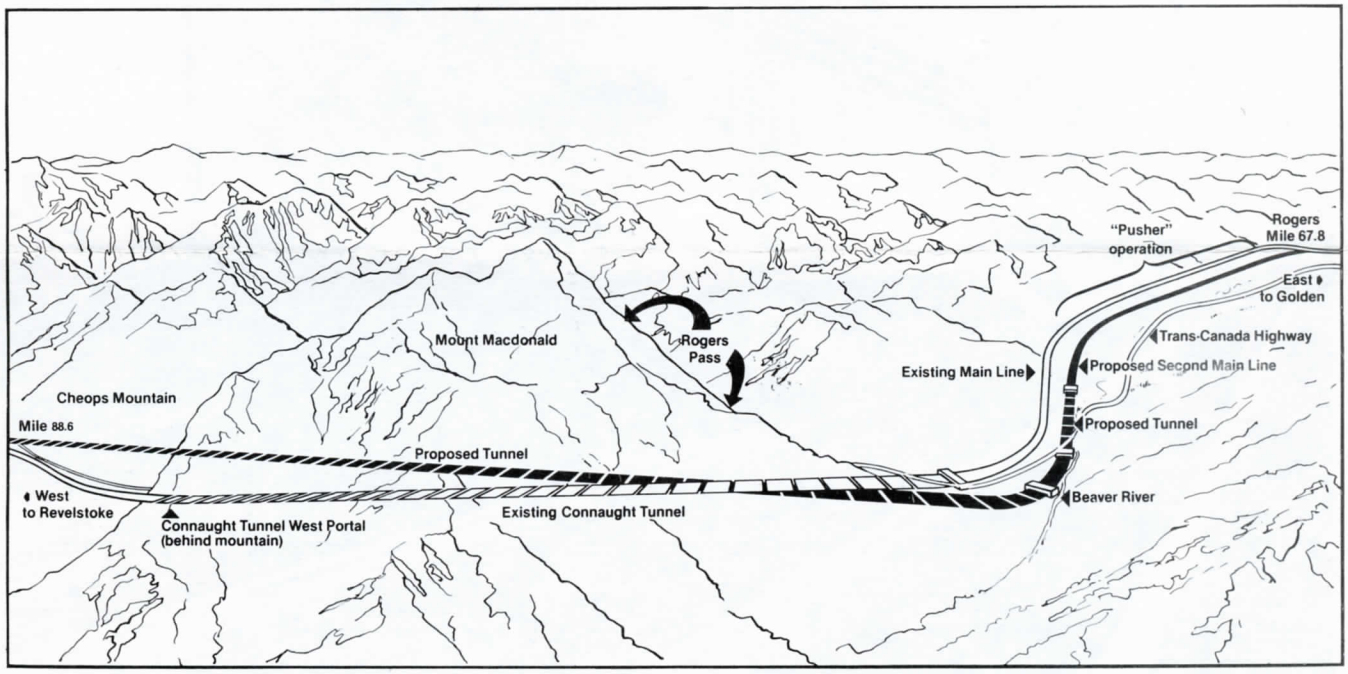
CP RAIL ROGERS PASS PHOTO

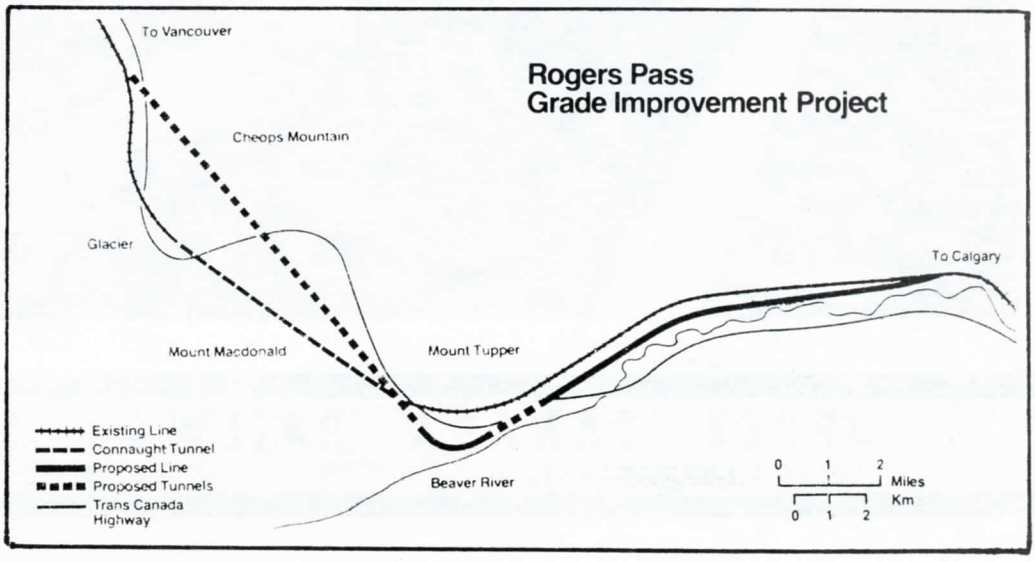
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

CP Rail

Rogers Pass
Grade Improvement Project







CP Rail Rogers Pass Project

CP refers to it as the largest single construction project which it has undertaken since the 1885 completion of its transcontinental line--a new 21-mile westbound main track through Rogers Pass (between Revelstoke and Golden, B.C., some 150 miles west of Calgary). Included will be a 9.01 mile tunnel, a second one-mile tunnel and 11 bridges. As the last of four double track segments to be added between Calgary and Vancouver, the Rogers Pass Grade Improvement Project is designed to increase by 50% the capability of the main line to move westbound tonnage, with a capacity crunch expected to arrive in about 1985 at anticipated growth rates. Traffic is expected to grow from the 23 million tons handled on the line in 1980 to more than 56 million tons by 1990 with the great anticipated growth in the movement of Canada's resources to the west coast.

The overall project, on which engineering commenced in 1975 and on which construction is expected to commence during 1982, is estimated to cost some $500 million, will provide jobs for up to 800 workers at one time, and will involve 2340 man/years of employment. It will take four years to complete. CP says, however, that commencement of the scheme depends upon there being some form of relief from the losses occasioned by the railway's being forced to haul grain at the statutory Crow's Nest rates. An application was made to the Canadian Transport Commission earlier this year for authority to undertake the work, and an environmental impact assessment, contained in a 184-page report, has been made available to that regulatory body. The latter has been required because most of the work will be within Glacier National Park (1.86 miles of the new line will be on British Columbia crown lands). Environmental concerns relate to the possibility of forest fires caused by construction, ventilation of the nine-mile tunnel, and the impact of the project on fish, wildlife, vegetation and water quality in affected streams. Also covered are matters of erosion control, reforestation of slopes and prevention of chemical spills.

Rogers Pass is about 4000 feet above sea level and fills up to a depth of 30 feet of snow during an average winter. The original line through the pass was subject to much curvature and several miles of snowsheds; notwithstanding these facilities, the line was subject to blockages from snow slides. The 1916 opening of the five-mile Connaught Tunnel eliminated much of the snowsheds, lowered the summit of the line by 540 feet, and did away with more than 2300 degrees of curvature. The now planned project will provide the third alignment through the pass, although the 1916 route will remain in service for eastbound movements. The new line will diverge from the present track about 12 miles east of the east portal of Connaught Tunnel and will parallel the existing line closely on its southerly side for about eight miles through the Beaver River Valley to Stoney Creek, B.C., rising on a steady 1% grade. By contrast, the present line ascends a 2.08% grade over the same distance, for a change in elevation of about 900 feet. The new alignment will enter a one-mile tunnel carrying it beneath the Trans-Canada Highway. Beyond this tunnel a long curve, having a radius of about a mile, will divert the new line to a south-westerly direction, carrying it across Connaught Creek to enter the nine-mile tunnel through Mount Macdonald. The tunnel, having a 0.7% gradient, will lie 325 feet below Connaught Tunnel and 840 feet below the summit of Rogers Pass. The west portal will be in Cheops Mountain, where connection will be made with the existing line, at a point 3.4 miles west of Glacier, B.C.

The long tunnel will be constructed from both ends, and will be the longest in the Western Hemisphere. Much of the material taken out of the east portal will be used for grade construction, with over three million cubic yards to be moved. Tunnel construction will proceed on a year-round basis, although right-of-way clearing and construction on open sections will be restricted to summer months. On the exposed sections of the line retaining walls will be used to reduce the size of fills and to stabilize slopes leading up to the present main track. This will reduce the area to be disturbed and denuded of vegetation. The tunnel will have an elaborate ventilation system as portrayed in the accompanying diagrams. Air will be exhausted through the east portal and through a 24-foot diameter shaft some 1200 feet high to an opening near the summit of Rogers Pass. This shaft will be located at about the midpoint of the tunnel and a door at its base will divide the tunnel into two sections for purging and cooling purposes.

The limitations of the existing line through Rogers Pass restrict capacity to about 15 trains per day in each direction. Currently an average of 12 per day are handled each way. As many as five diesels must be added at Rogers to assist in powering westbound trains up the grade. Twelve locomotives are required to move a 14,000 ton coal train through this territory.

The Rogers Pass Grade Improvement Project will represent the climax of the double tracking program, commenced in 1974, which upon completion will reduce the westbound grade to a 1% maximum between Calgary and Vancouver, a remarkable statistic considering the rugged territory traversed. The three projects preceding Rogers Pass have occurred at Notch Hill (1979--reduction from 1.8% grade), Revelstoke (also 1979--reduction from 1.7%), and Lake Louise (1981--reduction from 1.8%). The maximum grade at Rogers Pass is now 2.6%.

--Appreciation is expressed to Mike Roschlau, who supplied much of the material for this article.

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Winter Railfanning--Winter brings with it not only cold weather and snow. It also brings a danger not too often thought of: exposure to cold from a failed automobile in seldom-travelled areas, the kind that railfans tend to seek out to find trains and interesting photos. Winter travel, whether for railfan activities or otherwise, should receive extra care, particularly as most of us will not protect our cars to the full extent described by Emergency Planning Canada. Oddly enough, the one thing that EPC fails to recommend is the installation of a two-way radio, something that will enable prompt contact with help. The danger from winter cold is a real one and everyone is urged to take extra precautions for outings that extend beyond the range of good public transportation.

--Raymond L. Kennedy

Buffalo Railway Park

The Western New York Railway Historical Society has entered a successful bid on Amtrak baggage-dormitory car 1571 (American Car & Foundry, 1949, ex-Union Pacific 6003). This piece of equipment is the first of what the Society hopes will be a series of acquisitions such as to result in the assembly of a complete operating passenger train which will be used in excursion service. The 1571 requires only minor repairs as it has been kept in good condition by Amtrak, and a diesel generator will be added to supply head end power for lighting and air conditioning for the proposed train. The space in the car would be used for snack and souvenir counters, storage, and quarters for excursion crews on overnight or extended trips. Amtrak's tight payment schedule required that the Society meet the full purchase price of $3450 by late November. WNYRHS has requested donations at a $10 average to help to defray the cost of 1571's acquisition. Cheques or money orders made payable to WNYRHS Inc. should be sent to SAVE THE CARS, P.O. Box 416, Buffalo, N.Y. 14221.

--VIA Rail observed the 125th anniversary of rail passenger service between Toronto and Montreal by serving up a four-foot by eight-foot cake at Toronto Union Station on October 27th. Both employees and passengers were invited to partake of the culinary monster. The hollowness of the occasion in relation to current events was given eloquent expression by a VIA ticket clerk who was quoted in the press as observing "they claim to have a budget--they should be looking at more important things than throwing parties right now, like keeping the trains going".

COVER: GO Transit control cab unit 910, suitably decorated for the inauguration of the Milton GO train service, is about to break through the ceremonial banner at Milton Station on Sunday, October 25, 1981.

--Photo courtesy CP Rail

CP Rail Rogers Pass Grade Improvement Project

Tunnel Fact Sheet

Location: Glacier National Park, Rogers Pass, B.C.
Tunnel Length: 9.01 miles (14.5 kilometres)
Tunnel Height: 29 feet (center to floor) (8.8 metres)
Tunnel Width: 18 feet (16.4 metres)
Tunnel Elevation: east portal – 3,175 feet above sea level (967.7 metres)
west portal – 3,502 feet above sea level (1067.4 metres)

Grade through tunnel: 0.70 per cent
Purpose of Tunnel Ventilation:

(a) To provide a sufficient flow of air relative to a moving train to prevent locomotives from overheating.
(b) To remove diesel exhaust emitted by a train so that a succeeding train can be exposed to a relatively clean environment.

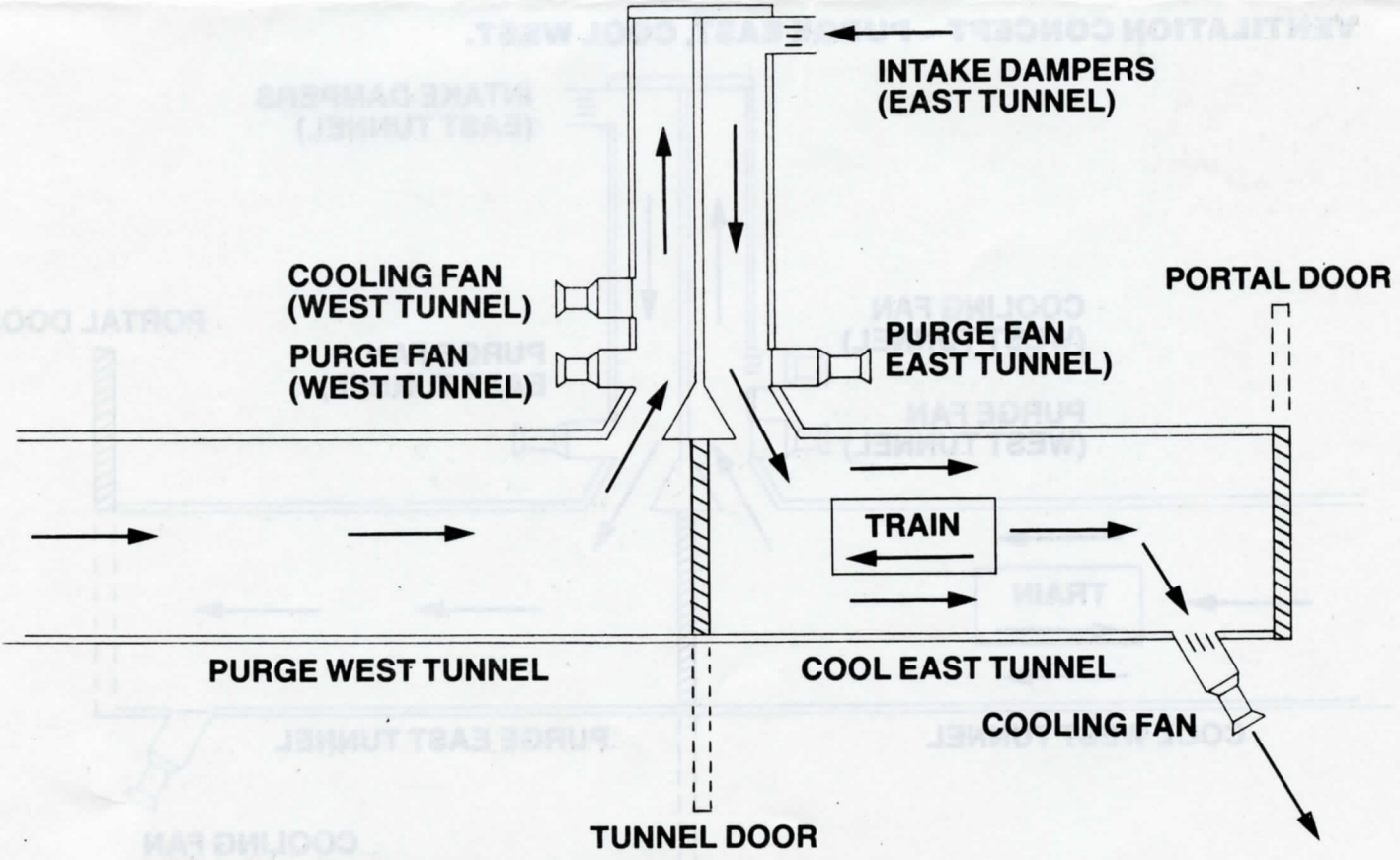
Average train speed through tunnel: 16 m.p.h. (25.7 kmph)
Ventilation shaft: 24-foot diameter (7.3 metres)
1,500-feet long (457.2 metres)

How ventilation works:
The tunnel is cleared by displacing the exhaust with outside air. Each tunnel segment, divided by a door at the center and one at the east portal, is served by one purge fan and one cooling fan.

The cooling fans are required to provide a flow of air to keep the locomotives from overheating. The purge fans, which pump air through at greater velocity, are designed to clear the tunnel of exhaust.

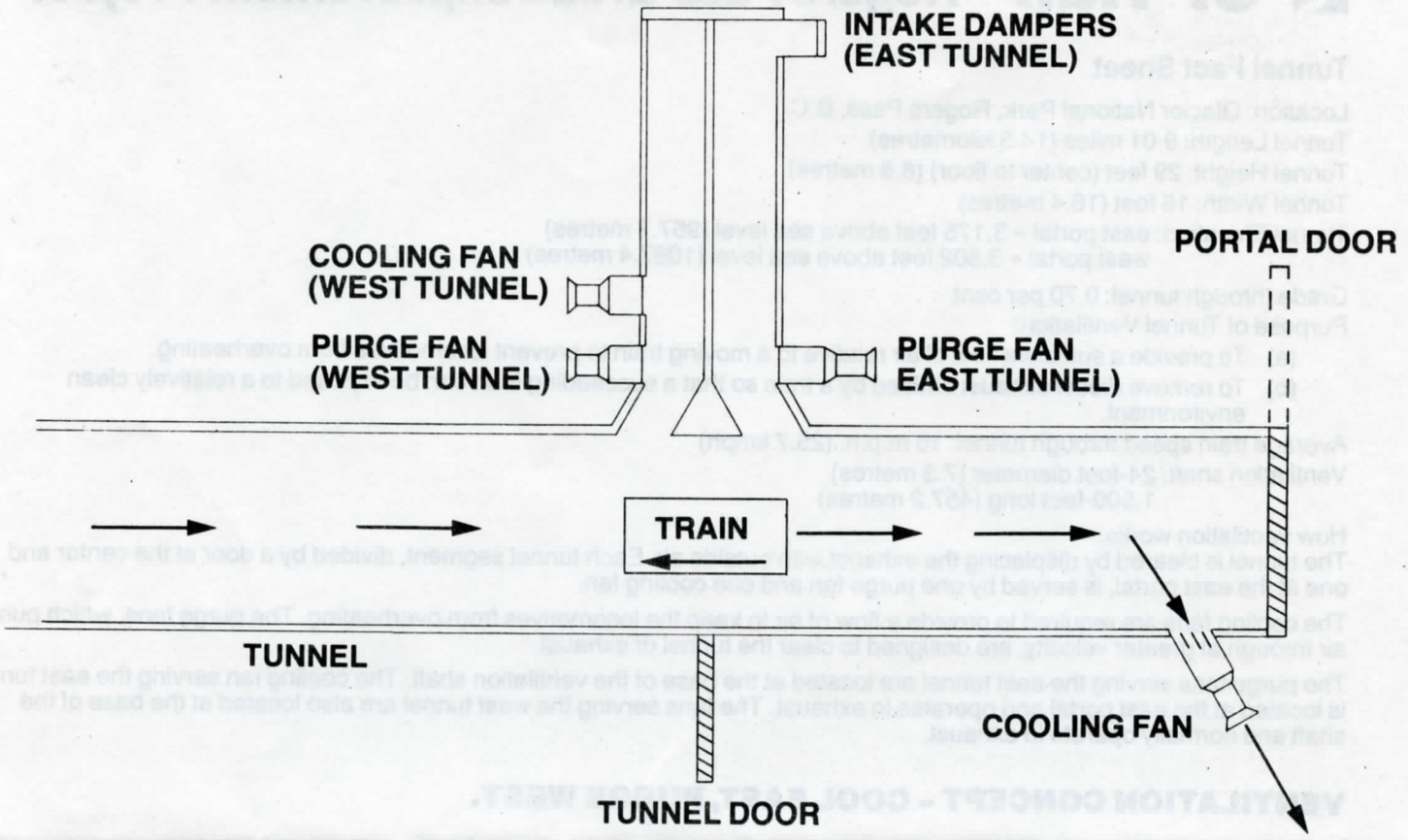
The purge fans serving the east tunnel are located at the base of the ventilation shaft. The cooling fan serving the east tunnel is located at the east portal and operates in exhaust. The fans serving the west tunnel are also located at the base of the shaft and normally operate in exhaust.

VENTILATION CONCEPT - COOL EAST, PURGE WEST.

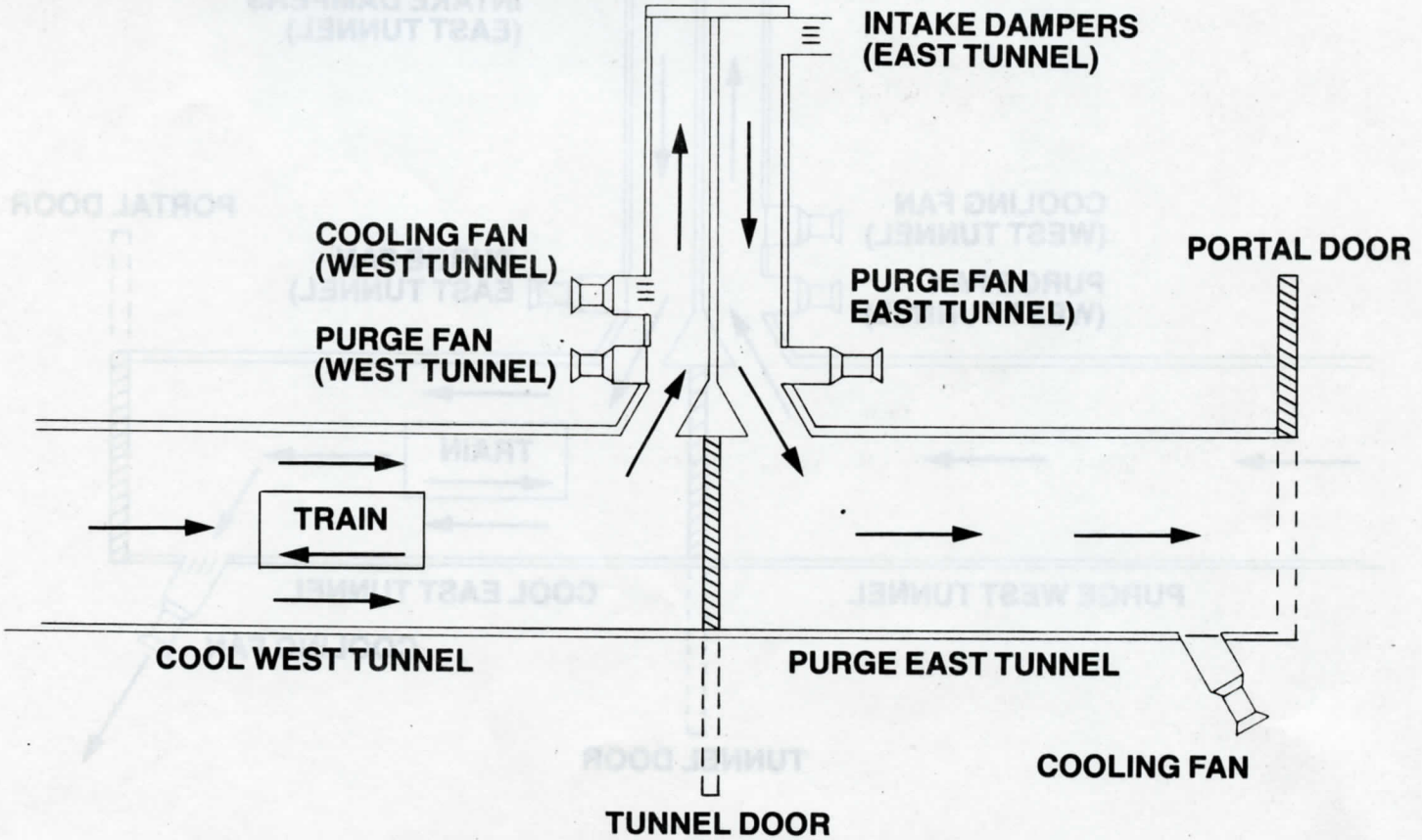


NOTE: PURGE OF WEST TUNNEL BEGINS WHEN REAR OF TRAIN EXITS TUNNEL.

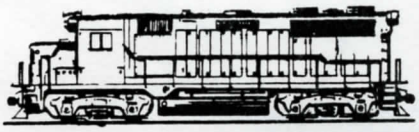
VENTILATION CONCEPT - TRAIN TRANSITIONS FROM EAST TO WEST TUNNELS.



VENTILATION CONCEPT - PURGE EAST, COOL WEST.



NOTE: PURGE OF EAST TUNNEL BEGINS WHEN REAR OF TRAIN PASSES SHAFT AND TUNNEL DOOR IS CLOSED BEHIND IT.



MOTIVE POWER NEWS

CN GP9'S TO BE REBUILT IN FIVE YEAR PROGRAM--Canadian National has joined the ranks of Class One North American railroads--including Illinois Central Gulf, Santa Fe, and lately CP Rail--which have opted to rebuild their existing fleets of low-horsepower first generation diesels in their own shops, as opposed to purchasing the new less-than-2000 h.p. catalogue models currently on the books of GMD and the like.

Under CN's rebuild program, a total of 150 GR17 class GP9 model locomotives will be completely reworked and modernized at the railway's Pt. St. Charles Shops in Montreal. With approximately 30 engines going through the shops per year, the program will last at least five years, and quite possibly will extend on further to include more of CN's current roster (March 1981) of 332 GP9's, depending on power requirements in 1985-86.

The rebuilt Geeps will be highlighted by a rebuilt prime mover rated at 1800 h.p. with many new updated parts added to the mid-1950's 567-model engine itself. A modern electrical system will be installed to ensure a reliable operation under a variety of operating conditions, and when this is combined with internal winterization modifications being built into the units, weather related engine failures should be reduced considerably. Crew amenities for comfort and safety have been given ample consideration by CN, and the rebuilt Geeps will feature toilets and refrigerators, improved collision protection to strengthen the cab fronts, and shatterproof cab windows to thwart trackside rock throwers. Immediately visible improvements are the addition of a chopped nose--it is interesting to note that CN decided to use a conventional GM style short-hood configuration as opposed to the "wide nose comfort cab" ordered on new GMD GP40-2's, SD40-2's and GP38-2's in recent years--and snow plow pilots front and rear.

Total cost involved will be $75 million, or $500,000 per unit, which is about half of what a new locomotive would cost today. The remanufactured GP9's will be used in branchline service, although at this time the specific assignments are not known.

CN has decided to renumber the first 100 of the rebuilt GP9's into series 4000 to 4099 when released to service from Pt. St. Charles. To accomplish this, the GR25a class GP35's, 4000-01 have been renumbered 9300-01, and the GR430a & b class GP40's 4002-17 have been renumbered 9302-17. This renumbering of GP35's and GP40's has already been completed.

by Brian C. Nickle

Algoma Central--The six new SD38-2 units are performing well after some initial teething problems and have replaced the GP7 units on the Tour Train at the ratio of three to five. All reports are of happiness at management levels, and it is suspected that employees like them as well--with the possible exception of fat enginemen, who find any new GM control stand hard to get around on the way to the engineer's seat.

--Dale Wilson

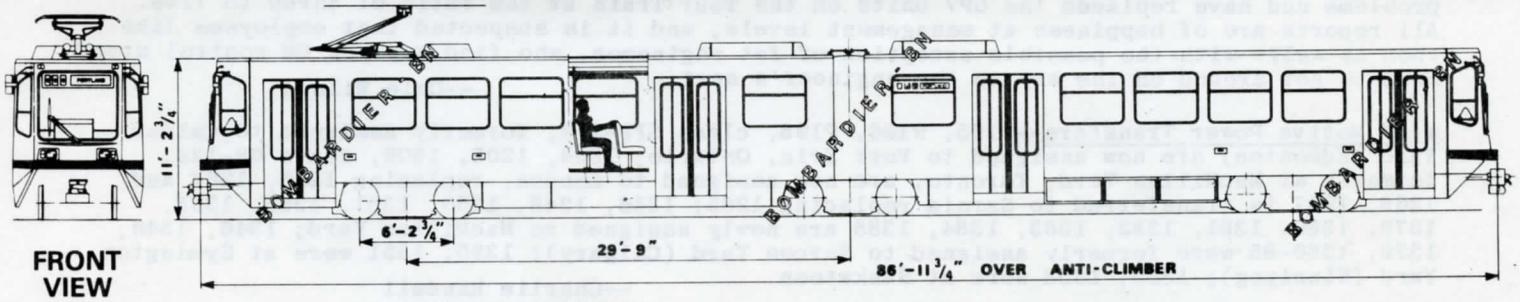
• CN Motive Power Transfers--9195, 9196, 9198, class GFB-17A, formerly assigned to Calder Yard (Edmonton) are now assigned to Fort Erie, Ontario; 1204, 1205, 1206, class GR-12d, formerly at MacMillan Yard, Toronto, are now assigned to London, replacing 1266, 1267 and 1268; 1207 is transferred to Sarnia replacing 1265; 1346, 1349, 1350, 1351, 1355, 1358, 1379, 1380, 1381, 1382, 1383, 1384, 1385 are newly assigned to MacMillan Yard; 1346, 1349, 1379, 1380-85 were formerly assigned to Sarcee Yard (Calgary); 1350, 1351 were at Symington Yard (Winnipeg); 1355, 1358 were at Saskatoon.

--Charlie Randall

WHERE IS CN 417?--One of the mysteries which authors Clegg and Corley could not solve in "Canadian National Steam Power" was the final resting place of locomotive 417, a 2-6-0 acquired in 1919 from J.D. McArthur Company (No. 22) and formerly operated on the predecessor routes of the Northern Alberta Railways. In October 1920 the CN's official retirement record shows: "In Armstrong Lake--could not be recovered". Unlike other entries, no CN Region for disposition is shown. The question is--which Armstrong Lake? It must have a railway track beside it--unless it was on a barge! Presumably on CN--or did the accident happen on the NAR, and in October 1920 someone finally record that CN would never get the engine? How did it get into the lake, and when? Has the lake now another name? The CN record appears to indicate that the locomotive had not yet been renumbered to 417--either because it had been lost in the lake some time previously, or had not yet been repainted (as other engines had not, in 1920). For any definitive information the authors (and other historians) would be thankful. Please write: Ray Corley, 41 Lynndale Road, Scarborough, Ontario M1N 1B9. And, if the story does unfold, it will appear in a later issue.

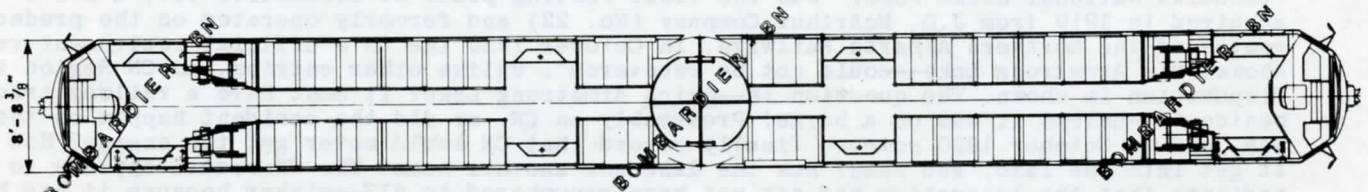
ONTARIO BRANCH LINES TO BE ABANDONED--Applications have been made to the Railway Transport Committee of the Canadian Transport Commission for permission to abandon the following branch lines in Ontario: Canadian National Railways: Kincardine Subdivision, between Listowel and Kincardine; Forest Sub., between Lucan and Sarnia; Durham Spur, between White's Jct. (near Palmerston) and Durham; Drumbo Sub., between Paris and Tavistock; Talbot Sub., between St. Thomas and Port Stanley; Marmora Sub., between Marmora and Lake St. Peter; Beeton Sub., between Cheltenham and Beeton; Haliburton Sub., between Lindsay and Haliburton.
CP Rail: Walkerton Sub., between Saugeen and Walkerton.

--Brian C. Nickle



FRONT VIEW

SIDE ELEVATION



FLOOR PLAN

BOMBARDIER

BN

TRI-MET

OREGON DEPARTMENT OF TRANSPORTATION

Mass Transit Division

PORTLAND

BOMBARDIER ARTICULATED CARS FOR TRI-MET

The Mass Transit Division of Bombardier Inc. has been awarded a contract valued at over $21 million for the supply of 26 articulated LRV's for the Tri-County Metropolitan Transportation District (Tri-Met) of Portland, Oregon, for use on the Banfield LRT line. The contract was awarded to Bombardier following an international call for proposals, sent out to nine car builders. Of the four original technical submissions, only two were accepted. Bids were received from Bombardier and Siemens-DuWag, the former coming in at $775,521 per car and the latter at $919,313 per car. The two submissions which were not accepted came from Kinki Sharyu Car Co. and the Tokyu Car Co. This is the first competitive award won by Bombardier for the manufacture of light rail vehicles in North America. The company has supplied electrically-powered commuter cars for Chicago, two LRC trains to Amtrak and is now manufacturing 117 electric cars for New Jersey Transit's commuter services. Other orders in hand include the LRC trains for VIA Rail and 180 Metro cars for Mexico City.

Structural components for the Tri-Met equipment will be manufactured at the Mass Transit Division's production plant at La Pocatiere, Quebec, and the cars will be assembled at the Division's new plant in Barre, Vermont. The first car is scheduled to be delivered in September 1983. The order will be constructed under a licensing agreement with Brugeoise-Nivelles (BN) of Belgium and in design terms will be based on a BN car series constructed for Rio de Janiero. Each double end car will seat 76 passengers and have a total capacity of 211 including standees. There will be four spaces per car for passengers in wheelchairs. It is anticipated that the equipment will be used in two-car trains during peak hour operation. Carbodies will be of Corten steel construction and the highly successful BN articulated joint will be used, as will inboard bearing trucks, the end two of which will be monomotor powered while the third truck, directly under the articulated joint, will be unpowered. The trucks also are of BN design. The cars will have electric heating and forced air cooling and will have a top speed of 55 m.p.h. Simplicity and economy have been a watchword in the planning and design of Portland's LRT line, and this is reflected in its choice of a proven and reliable car design, free of unnecessary sophistication and the problems that such seems to bring with it. Detailed specifications are as follows:

SPECIFICATIONS

Type of vehicle:	Light Rail Vehicle, Articulated
Operator:	Tri-County Metropolitan Transportation District of Oregon
Number of cars:	26

DIMENSIONS	Metric	Imperial
Length, over anti-climber	26 510 mm	87′ 0″
Width, over side sheets	2 650 mm	8′ 8″
Height, rail to roof	3 424 mm	11′ 3″
Wheel diameter new/worn	711/660 mm	28″/26″
Truck wheel base	1 900 mm	6′ 3″
Truck centers	9 067 mm	29′ 9″

WEIGHT AND CAPACITY	Metric	Imperial
Empty weight	39 500 kg	87,090 lb
Gross weight (211 passengers)	54 335 kg	119,790 lb
Number of seats	76	76
Number of standees	135 (6 p/m²)	135 (1.8 ft²/p)
Total number of passengers	211	211
Buff load	77 110 kg	170,000 lb

PERFORMANCE CHARACTERISTICS	Metric	Imperial
Maximum service speed	88,5 km/h	55 mph
Acceleration rate	1,34 m/s²	3 mphps
Braking rate — service	1,34 m/s²	3 mphps
Braking rate — emergency	2,1 m/s²	4.7 mphps

ELECTRICAL SYSTEM	
Nominal line voltage	750 V
Traction motor continuous rating	195 kw (259 hp)
Traction motor, 1 hour rating	210 kw (278 hp)
Number of motors/truck	One

Portland's Banfield Transitway Project received Federal Government approval for Urban Mass Transit Administration funding purposes on September 15, 1980 after five years of planning and design. A sum of $10.5 million was made available at that time to begin right-of-way acquisition. An Environmental Impact Statement had been approved on July 31, 1980, responding to concerns raised by the public in the course of hearings. The LRT line, part of a combined transit/expressway project known as the Banfield Transitway, is being prosecuted jointly by the Oregon Department of Transportation and Tri-Met, the latter a regional municipal jurisdiction. Construction has commenced in 1981, with completion anticipated for 1985. The Banfield-Burnside corridor extends some 15.2 miles between downtown Portland and the eastern suburban community of Gresham. (An interurban line operated by the Portland Electric Power Co. (later Portland Transit) connected the two areas until January 25, 1958, outlasting the city street car system in Portland). 4.3 miles of the Banfield line will parallel Interstate 84, otherwise known as the Banfield Freeway, which is being widened from four to six lanes in concert with the LRT construction. The line will operate on-street in

the downtown area, avoiding expensive subway construction. Ridership on the transit facility is projected as 42,500 per day. There will be 27 stations on the line, with about 80% of them to have feeder bus connections under a planned general rerouting of bus services of the Portland and Multnomah County systems. There will be park and ride facilities at four stations.

The LRT system has the active backing of ODOT as addressing air quality, costs, long term gasoline shortages, and social and land use considerations. The Banfield Transitway Project is the culmination of study of 30 different alternatives, among which was a busway scheme (chalk up another loss for this concept). In November, 1978 the LRT alternative was chosen, and in March, 1979 a draft Environmental Impact Study was released. As in Buffalo, there has been an intensive process of citizen involvement through a Citizens' Advisory Committee. Officials of other transit systems, notably Boston, San Francisco, Pittsburgh and Washington, were brought to Portland to evaluate the preliminary designs for the LRT line and were consulted on the best methods for track construction (both open and paved trackage) and roadbed maintenance, and also on the design of the carhouse/shop facility.

A carhouse and shop site, on which construction was scheduled to commence in November, has been acquired on East Burnside Street in Gresham, on the outer portion of the line. There are three distinct station types, each design being chosen to blend with the nature of the immediate neighbourhood. Stations will be located on sidewalks in the downtown area, on First Ave., Morrison St. and Yamhill St. There will be three stations on the Banfield Freeway section, at Hollywood, 60th Ave. and 82nd Ave. Stations on East Burnside St. in Gresham will be in the centre of the roadway. Mechanical lifts or elevators for wheelchairs will be installed on the platforms of all stations. Maximum security has been a consideration in station design.

The Banfield LRT project has fortunately survived the recent threat of UMTA funding cuts by the anti-rail Regan administration. Lengthy negotiations have managed to preserve the previous commitment by way of the use of "interstate transfer money" diverted from cancelled freeway projects. The State of Oregon has granted a $15 million contribution in exchange for the diversion of federal highway money to other portions of the state, and the regional government is putting in its share of interstate transfer money for rejected freeway projects. The Banfield line, thus, is a rail facility that will paradoxically owe its existence in large measure to rail transit's greatest enemy, the multi-lane urban freeway; not only will a significant section of its right-of-way have been made available by an existing expressway, but its financing will largely come from money originally earmarked for roadway projects. The Portland LRT operation, like those in Calgary and San Diego, promises to stand out as proof to the rest of the transit industry that a superior rail facility can be established at relatively modest cost with the use of proven and gimmick-free technology, plenty of grade level operation and, above all, liberal doses of an ingredient that does not cost anything, i.e., common sense.

--The assistance of Robert J. Halperin, Manager, Urban Transit Equipment Marketing Group, Bombardier Inc., in supplying a substantial amount of the material upon which the foregoing article is based is gratefully acknowledged.

EDMONTON TROLLEY BUS news

The Edmonton Transit System, displaying a fine sense of history, has preserved and restored three older trolley coaches, i.e., 1944 vintage Pullman 113 and post-war CCF-Brills 148 and 202. These coaches were operated on a special mid-day route between downtown and the Old Strathcona district during the "Klondike Days" during July, using a section of overhead not at that time in regular service. Leyland gasoline bus No. 5, used latterly as a travelling information centre for the Department of National Defence and then stored for a lengthy period, has also been restored (including application of the lettering "Street Railway Department") and was entered in the Klondike Days parade on July 15th. Much of the trolley coach system has been out of service in recent times because of LRT construction under Jasper Avenue and other projects, including overhead upgrading. The north-south "Bridge" lines were restored to operation in the spring of 1981 with new K&M (Swiss-built) elastic suspension overhead in use on the High Level Bridge. This type of overhead is progressively being installed on various sections of the system. A number of t.c. overhead extensions are scheduled, including one on 118 Ave. and 156 St. providing access to Mitchell Garage. A new maintenance facility is to be installed at Westwood Garage, on the t.c. system, which will reduce the need to tow coaches to the previous off-wire maintenance location. A program of overhead installation for short turn loops and connecting links between routes, designed to add operating flexibility to the t.c. system, is also under way. Arrival of the 100 new GM-Brown Boveri coaches in 1982 is expected to permit operation completely with electrically powered vehicles of the t.c. routes.

--ETS "Transit News"

VANCOUVER--Test borings are being made on Terminal Avenue preliminary to building a length of elevated structure which will provide for a demonstration operation of the ALRT train and the training of personnel. The cost of the entire system is estimated at $650 million on completion ($350 million in present dollars).

--New design transfers are in use. Route numbers are not punched; rather the number of the vehicle is punched. That is to identify drivers in case of complaint. There is a question whether this will be effective. A transfer can be used on any vehicle in any direction for two hours from the time shown by the tear-off. At the halfway point of a route, the tear-off time is changed in accordance with the time at that point.

--J. Ralph Oakley

THE NEW VIA TIMETABLE

by Dale Wilson

The great god Pepin has spoken, and the word is "Take the Car" for many people outside the Windsor-Quebec City corridor. While some of the VIA cuts made by the Federal Order-in-Council can be considered reasonable by the thoughtful railfan, others cannot. In fact, some of the changes are in direct contradiction of Mr. Pepin's stated objectives of economy and efficiency. Threats of further cuts if ridership does not improve, following as they do the large scale upset of the VIA timetable, only serve to reinforce suspicions that Ottawa would be much happier if we all drove, flew, or, better yet, stayed home. Promises of expansion and modernization outside the corridor, using LRC trainsets, ring just a little hollow when it is remembered that no orders have been placed for such equipment. Judging by the performance of Bombardier in producing the LRC's that are supposed to be in service right now, orders placed today would probably not produce trains before the 1990's.

VIA's November 15 schedule, although eight pages shorter, looks deceptively similar to its late, lamented predecessor. The page of nearly useless Zenith phone numbers is there, and the travel information and fare plans are displayed as before. Missing are the two pages of sample fares, the only part of a largely redundant introduction that might have been of interest to the average traveller.

Newfoundland bus and mixed train service remains pretty much as before, and so does the Halifax-Yarmouth RDC. In the latter case, minor changes of time in train departures will probably serve to annoy a few passengers. Somewhat more radical changes have been made in the Sydney-Halifax RDC schedule. This, combined with the loss of the Atlantic, makes rail travel between western New Brunswick and Cape Breton impractical.

The Atlantic had provided a "short line" to Montreal across Maine, but no more. In its place, the Halifax-St. John RDC has been extended to Fredericton, giving that city its first passenger service in 20 years. Remaining in the timetable is the limousine service which in the last timetable connected the Atlantic and the Moncton-Edmundston RDC, even though the latter train has been discontinued.

RDC service between Moncton and Campbellton shows little change, and the same is true for the St. Laurent between Mont Joli and Montreal. Buses to and from Charlottetown show slight time changes and Moncton as the new mainland terminal. The Gaspe-Matapedia-Montreal service is not only changed but confused, to say the least. It takes two printed timetables to explain: an RDC covers the Gaspe-Matapedia run from October 25 until December 17, at which time a conventional train with sleepers, dayniters and meal service takes over and carries on to Montreal, EXCEPT for Christmas Day and New Year's Day. Those two days and the time slot from January 5 until March 28 will be covered by a conventional coach train running only Gaspe-Matapedia. On March 29, the service reverts to the RDC. The three trains feature different arrival and departure times at Gaspe. All of this fascinating information has to be culled, if one has the staying power, from the index of reference marks, found inconveniently located almost at the back of the document. Care to bet there's some confusion among would-be passengers?

The Maritimes are left with the Ocean as a connection to central Canada, and its schedule remains pretty much as before, although times of departure at either end have been altered slightly. A note at the bottom of the page with the Ocean schedule indicates that "additional train service" will be available between Halifax and Montreal during the holiday season. It will be interesting to see how this works out.

Sherbrooke-Montreal RDC service shows no change, but other Quebec regional trains are either absent or considerably modified. The Montreal-Chicoutimi conventional train goes from daily to three times per week, as does service Senneterre-Cochrane and Montreal-Senneterre. The Quebec-Hervey trair has disappeared, as has Montreal-Mont Laurier service.

The news media has made much of service available in the corridor. What is the actual story? Trains still depart from Ste. Foy rather than Quebec proper, and one wonders if VIA and the other parties involved will ever get their act together and return to the downtown location. Trains in the new timetable, on either CN or CP track, are the same as in the previous edition. Montreal-Ottawa service shows radical change. There are no more trains on the north shore, via Montebello. The Canadian no longer runs between Ottawa and Montreal, and other trains between these cities have had their times reshuffled. All Rapido trains are now named, here and elsewhere, implying something, no doubt. Toronto-Montreal service shows the same number of trains, with slight time changes for many of them. An interesting sidelight is that the Canadian runs between Toronto and Montreal on the schedule of the Capital/Lakeshore east-bound and the Bonaventure westbound. This will make for some interesting switching at Toronto. Toronto-Ottawa service shows the same number of trains, with slight changes in departure times for most of them.

The Toronto-Havelock service is still shown, but if news reports are to be believed, this will disappear sometime in 1982. The Ontario government is on record as not wanting to include it under the GO Transit umbrella, and Mr. Pepin has said VIA must drop it. One wonders about Mr. Pepin allowing this train a temporary reprieve while so abruptly terminating others.

Timetables 24 and 25 are interesting, if a little puzzling. The latter shows a bus connection at Sarnia with a train from Toronto...the connection being for such places as Flint, Michigan, Chicago, Illinois, and Cleveland, Ohio, all by Michigan Trailways Bus Service. There is no explanation of ticketing or baggage procedures. Timetable 24 shows the Canadian replaced between Sudbury and Montreal--with a seven hour RDC (no snack service) ride three days a week, connecting with a Rapido to and from Montreal. Although this RDC makes no connections

with anything at Sudbury, this may be a blessing since late trains from the west often caused problems on this route. Prospects for the Sudbury-Ottawa link would seem to be dim--- this is the third major time change for the route in two years. These two oddities are sandwiched between portions of the corridor schedule, possibly on the theory that this would be the least likely place to look for them.

Toronto-Sarnia-Windsor trains show slight changes in departure times and no Tempo designations. Apparently anything faster than a crawl and having service better than day coach has become a Rapido and been given a name here, too. Toronto-London service via West Toronto is now all RDC and has a number of departure time alterations. Toronto-Niagara Falls-New York trains show no change, and this is also true for commuter trains to Barrie and Stouffville, soon to be GO Transit, so it seems. Combined VIA/ONR trains between Toronto, North Bay, Timmins and Kapuskasing are unchanged while ONR service to Moosonee and ACR Sault-Hearst trains are on a winter schedule, much reduced.

Reasoning behind the large number of departure time changes throughout the timetable is not clear. If detailed rider surveys have revealed that a majority of the travelling public would be happier with changed departure times, then the move is positive. If the change is made just to be different, then there should be a few job openings at VIA, soon.

With the removal of the Super Continental, printing of the transcontinental schedule becomes simplicity itself. With the eastern terminus in Montreal and running through Toronto, the Canadian now covers 3,045 miles. Why Montreal? It is said that only there can the ex-CP stainless steel cars be properly looked after. Why is that? Timing on the Canadian at various points has changed very little, and the same stopovers are made in Calgary and Winnipeg. It is not clear if this new arrangement will allow better timekeeping, although it should since a significant cause of delays has been late connections at Winnipeg and Sudbury. Because the Sudbury-White River RDC service has been eliminated, the Canadian now has to do all local work between these points. From a purely economic point of view, it would have made more sense to retain the RDC and axe the transcontinental.

A bus transfer from Sudbury connects the Canadian with a Capreol-Winnipeg train having sleeper and meal service. This is all that remains of the Super, and even so the frequency is down from a year ago. The Capreol-Hornepayne three times per week train is gone from this route. Much of this line is very poorly served by roads, and there are a few tiny communities with no access to the outside apart from the train.

Winnipeg-Churchill service is similar to the previous timetable but Thompson has lost a train. However, this is made up with a Grey Goose (no kidding!) bus schedule showing two runs a day to the mining centre, currently strikebound.

Prince Albert has lost the RDC and two VIA buses which connected it with Saskatoon. The daily Saskatoon-Regina service has now become a conventional train and extended to Winnipeg, giving Regina-Winnipeg two trains a day, a rare luxury in the west. This will be interesting to watch, for now there is a proper intercity train and a possible place for LRC service. A further Super replacement is the daily RDC between Saskatoon and Edmonton, also an interesting operation. The Calgary-South Edmonton RDC's remain as they were, not serving Edmonton proper and having the luxury of vending machine food and drink at Red Deer. The Prince Rupert train now originates in Edmonton and timing over the whole route has been greatly changed. The former E&N RDC service on Vancouver Island remains as before.

The document finishes up in a blaze of bus and Amtrak schedules. Sadly, Amtrak no longer serves Vancouver--you have to take a bus to Seattle to get the Coast Starlight, a day train. There seems to be little reason for printing the number of bus schedules that appear, except to ensure that no one would think to ask for extra trains, particularly between Calgary and Edmonton.

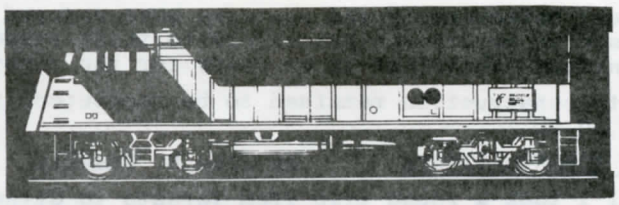
In summing up, the changes in the new VIA schedule will work only if a great deal of very specific advertising is done. Failure to do this will almost certainly mean more train-killing, possibly as early as next March. Who is to blame if this advertising is not done? Anyone who has observed Canadian passenger service in recent years will remember how the CN and CP timetables shrank again and again until they ceased to exist. It seems clear that VIA is headed in the same direction. Whose fault? Perhaps everyone's--we are letting it happen.

GRAND TRUNK WESTERN MAY BUY PART OF MILWAUKEE ROAD--The Grand Trunk Western has been negotiating with the bankrupt Milwaukee Road for purchase of the latter's Chicago-Minneapolis main line, plus trackage rights from Minneapolis to Duluth, Minnesota. One of the underlying motives, according to Modern Railroads Magazine, is to provide Canadian National with a western entrance to Chicago. Acquisition of the Milwaukee Road trackage would enable CN to compete with CP Rail's Soo Line link for traffic between Western Canada and Chicago. CN would then have access to the Chicago market from both the east and the west. The route to the west would be forged by using Milwaukee Road tracks to Minneapolis, the Milwaukee's trackage rights over the Burlington Northern to Duluth, then the Duluth, Winnipeg and Pacific (a CN subsidiary) to Fort Frances, Ontario, on CN's Thunder Bay-Winnipeg line.

This acquisition will probably have some opponents, principally the Chicago and North Western which currently receives considerable traffic from the DW&P at Duluth; from the Soo, naturally, whose parent is CP Rail; and perhaps even the Burlington Northern--the Milwaukee's trackage rights over the BN's former Northern Pacific line to Duluth are a vital part of the purchase scheme.

Whether or not this purchase takes place remains to be seen,but certainly it would be a favourable circumstance for Wisconsin shippers, providing continued and improved service. Portions of the Chicago-Minneapolis line have received heavy maintenance in recent years thanks to funds received from the U.S. Government.

GO MILTON-TORONTO TRAIN



Government of Ontario Transit

PERSONAL OBSERVATIONS OF OPENING DAY FOR GO TRAIN 4 by Bob Sandusky

Anticipation had been building for weeks along CP Rail's Toronto-Milton line. Would it be ready for October as earlier publicity had claimed? Skeptics must have been numerous as October arrived if they judged by incomplete skeletons of stations, unpaved parking areas and bare, unfenced, unsheltered platform areas.

However, advertisements in local papers in mid-October put doubt to flight as they announced that October 25th was to be the special opening day with ribbon cutting, official speeches and FREE RIDES. A special train was to run from Milton, stopping at each station to take on eager riders for a sample shuttle to Toronto and back.

On the day in question this writer decided to turn up at one of the stations to see what would transpire. Meadowvale seemed a good choice. A train of bilevels would surely still have seats left at the first stop past Milton.

The scene at Meadowvale, under a clear, blue sky, was definitely festive. A sign at the parking lot entry announced opening day invitingly. The entrance to the station was decorated with a row of flags and there a crowd was already gathering to watch a group of girls practicing their baton twirling. Oops! Better practice a bit more before train time. Stepping inside the mostly-finished station, we found clowns, balloons and more people. GO personnel behind the counter were handing out schedules and patiently explaining the fare structure to prospective commuters.

The tunnel to the platforms was open so we moved out to trackside where the passenger shelters were still under construction. Unglazed, skeletal structures supported unshingled roofs but the basics were in place.

Soon a Peel Region policeman appeared and said that it might be a good idea for everyone to return to the station so as to make room for everyone who would be unloading from the train. This produced about a 75% response so we remained along with other shutter bugs and CABLE 10 TV to await the train. At about the expected time a white and green train of bilevels swung around the curve from Lisgar and drew slowly into the station. On the head end was 910, a new APCU, formerly a Milwaukee Road 'F' unit and fresh from the ONR's paint shop. Across the front was a banner "Here we GO Meadowvale". My mind went back to earlier Meadowvale stations--CPR, Toronto Suburban; and now GO. (Perhaps it should say "Here we GO <u>again</u> Meadowvale"). After the doors opened an official party got off and went into the station for an opening ceremony and ribbon cutting. One recognized the Minister of Transportation and Communications, the GO Transit Chairman, a local MLA, and the Mayor of Mississauga wearing the badge of office and an engineer's hat (a CP hat perhaps?). While they were officiating, the front banner was changed from "Meadowvale" to "Streetsville".

We climbed aboard and found a seat. When the official party returned, along with some more passengers, the doors closed. Off we glided with 10 bilevel cars and locomotives 506 and 707 pushing. The interior scene was very cheerful. A band of clowns (not Les Brown) appeared, struck up a lively tempo and soon had toes tapping.

As we passed over Britannia Road another GO train was seen on the east leg of the wye (actually backed up the Owen Sound branch). This was an overflow train consisting of APCU 907, 10 single level cars and loco 701. It was due to follow as a second section of our train. Further on we saw the former CPR Streetsville station, which has been renamed Streetsville Junction. Finally we arrived at the GO station which now carries the official name of Streetsville. This community has had at least four stations in its history and three of them exist today. The original Credit Valley Streetsville Junction structure was up at the wye and today is a residence beside CP's present structure. Contemporary with it was a shelter (long since removed) at the south end of town and located close to the present GO station.

Once again the official party performed as flags waved and another ribbon was cut. Bob Johns attached "Erindale" to the snout of 910 and we were off. More clowns invaded our car and the band moved off to the next vehicle.

At Erindale we had a repeat of previous ceremonies. Construction progress here was further behind than elsewhere. Some passenger shelters had no roofs while platform fencing was barely started. The bridging of the new Burnhamthorpe Road here has allowed for three tracks. Presently two tracks are in place and the allowance for the third serves as a pedestrian access to the south side of the road. By this time access from the station to the now full lead train was being regulated to hold the overflow for the second section.

The ceremonial drill was repeated as we stopped at Cooksville and Dixie. By now the clowns appeared to be winding down. As Frank Bunker looked down from the cab of 910 he must have recalled similar festive crowd scenes from steam excursions of the late 1950's.

We left the train at Dixie and watched it depart for Kipling as the second section crept up behind. Right away a truck appeared at the station, workmen took down the flags and the scene reverted to the workaday appearance it would have from then on.

For <u>those</u> who remained on the train there was <u>a reception in the GO</u> inner concourse at Union

Station. Ceremonies, refreshments and pastries were enjoyed there. Then three trains of single level cars were used to return the passengers to their respective stations and to lay over at the new Guelph Junction facilities to be ready for the first day of full scheduled service.

While much facility construction remained to be completed, the basics were in place and TRAIN 4 was truly ready to GO.

VIA RAIL SERVICE: TORONTO-OTTAWA by John B. Moseley

In September, 1981 I took a round trip from Toronto to Ottawa by VIA Rail. I decided to time the train in both directions, and below are the timetables of the two journeys. The times are in minutes.

No. 44, THE CAPITAL Distance		Scheduled Running Time	Actual
0	Toronto	0	0
13	Guildwood	21	27
32	Oshawa	38	47
70	Coburg	76	83
113	Belleville	115	173
135	Napanee	135	195
158	Kingston	161	232
180	Gananoque	183	255
208	Brockville	215	281
236	Smiths Falls	265	328
277	Ottawa	355	387

No. 565 THE RAPIDO No. 65 Distance		Scheduled Running Time	Actual
0	Ottawa	0	0
0	Lord Elgin Hotel	5	14
32	Carleton Place	55	60
41	Smiths Falls	85	87
118	Kingston	170	160
0	"	0	0
46	Belleville	43	61
89	Cobourg	79	96
146	Guildwood	135	149
159	Toronto	160	168

Toronto-Ottawa--The train left Toronto one minute late and lost time at Guildwood and Oshawa. Considerable delay was caused at Belleville by engine failure, so that by Kingston the train was 71 minutes late. Smiths Falls was reached 63 minutes late. However, the 41 miles from Smiths Falls to Ottawa was covered in 59 minutes-31 minutes less than scheduled. The train thus arrived in Ottawa 32 minutes late. Clearly, there is a substantial recovery margin in the timetable between Smiths Falls and Ottawa.

The VIA Rail station in Ottawa is located some distance from the city centre and a bus service connects with the city centre and Hull, Quebec. A charge of 50 cents is made for this service. I had assumed that the bus fare was included in the cost of the rail ticket from Toronto to Ottawa. No mention is made in the VIA Rail timetable of the cost of the bus service.

The train was clean and comfortable and the VIA Rail staff was courteous and friendly. However, the train windows were grimy. A bucket of detergent, a long handled broom and a willing elbow would have improved the view considerably. The coffee was excellent in the snack bar, but I never seem to get used to paper plates and plastic cutlery.

Ottawa-Toronto--I returned from Ottawa to Kingston on VIA Rail bus service No. 565 and the RAPIDO No. 65 from Kingston to Toronto. The bus service from Ottawa to Kingston may well have the unfortunate distinction, for part of its route, of having the slowest service ever advertised in any rail timetable. The bus is shown as leaving Confederation Square at 11:00. At 12:10 the same bus service, No. 565, leaves the Lord Elgin Hotel within sight of its departure point and a matter of just two hundred yards from it. Despite this extra-ordinary schedule the bus left the Lord Elgin Hotel nine minutes late. It was not surprising that no passengers boarded the bus at the Lord Elgin, and there were only eight passengers travelling from Ottawa to Kingston. However, it will be noted that the bus arrived at the VIA Rail station in Kingston 10 minutes early.

There was a 48 minute wait in Kingston due to the late arrival of the westbound RAPIDO and the train left 18 minutes late. Departure from Cobourg was 17 minutes late and three minutes had been recovered by the time of departure from Guildwood. Toronto was reached eight minutes late. Again, there is a substantial recovery margin between Guildwood and Toronto.

Conclusion--The criteria for naming any train should be comfort, punctuality and speed. Under the heading of comfort full dining car service should be part of the equipment. There should be an average speed of at least 70 miles per hour, and punctuality should be accepted as a matter of course. Clearly, the service from Ottawa to Toronto leaves much to be desired, and it might be as well to discontinue using such titles as CAPITAL, THE EXEC, and CAVALIER. This is especially true of THE CAVALIER which has an average speed of less than 35 miles per hour. I cannot help but wonder why such massive diesel power is employed on this service (e.g. VIA 6523 and 6614) to haul a seven coach train over easy terrain and an extended schedule. The recent hatchet job on VIA Rail and the proposed 20% cut in VIA Rail passenger service makes me wonder why the Toronto-Ottawa service has remained intact. It should be remembered that there is a punctual and equally fast bus service between Toronto and Ottawa. If improvements are not made, how long can the Toronto-Ottawa rail service survive?

--Effective November 15, 1981, the Railway Transport Committee of the CTC (Western Division) Order WDR-00383 went into action, which granted authority for VIA and CN to discontinue passenger trains Nos. 91/90 operating between Winnipeg and Thompson, Manitoba. Under the same order, permission to abandon the Winnipeg-Churchill train, The Hudson Bay, and the Lynn Lake-The Pas mixed train service Nos. 291/290 was denied. Will these latter trains be the next victims of Pepin's axe early in 1982?

--Brian C. Nickle

UCRS and other events and activities

by Ed Campbell

The Directors send hearty Season's Greetings to all UCRS members and sincerely hope that the new year will be a happy and successful one for all.

The Annual Meeting of the Upper Canada Railway Society will be held with the regular UCRS Toronto meeting on Friday, February 19, 1982. Nominations for the post of Director are being accepted by John Thompson, 19 Glencrest Blvd., Toronto, Ont. M4B 1L2, phone 759-1803. The Directors are, of course, a very important segment of the Society, and as they chart the direction of Society activities, very special thought should be given when making a nomination.

Many thanks are extended to Jim and Heather Walther and John Robertson for staffing the UCRS booth at the Barrie Model Railway show.

The UCRS excursion to Belleville and Kingston, coinciding with the Kingston Winter Carnival on Saturday, February 6, 1982, will be using GO Transit bilevel cars and F40PH power. This will be the first time that the bilevels have been used east of Pickering, so be sure to be aboard. See attached flyer for details. Support your Society.

Saturday, December 12--"Christmas Lights" street car trip using CLRV cars. A five-hour trip starting at Bay and Wellington Streets at 4 p.m. may feature m.u. operation in certain parts of the city (if there are sufficient passengers) and photo stops. Fare is $14 at the car. This will be a great outing; don't miss it.

Friday, December 18--The regular monthly UCRS meeting will be held at the Education Centre auditorium, south-east corner of College and McCaul Street, Toronto. Doors open at 7 p.m., meeting starts at 8 p.m. sharp. The auditorium is located on the sixth floor. The speaker will be UCRS member Julien R. Wolfe who will present a fascinating program on Canadian and U.S. steam and diesel railroading, and trolley lines, during the 1957-1970 era.

Friday, December 18--The regular Hamilton Chapter meeting will be held one week earlier than usual, the fourth Friday being Christmas Day. The meeting will commence at 8 p.m. in the CNR station, Hamilton (second floor). 35mm slides by members will be featured; be sure to bring yours.

Saturday, December 19--The UCRS Sales Booth will be open for your last minute shopping. Featured will be a new book "Canadian Pacific Diesel Locomotives" published by Railfare. The Sales Booth is located at the CNR St. Clair Station, located on the east side of the Newmarket Sub. on the north side of St. Clair Avenue West in Toronto. It is accessible by the TTC 512 (St. Clair) street car line; get off at Caledonia Road and walk a short distance west to the station. If you are driving from the west, look for and pass under the second railway overpass east of Keele Street, then turn sharp left to park beside the station. The hours for the booth will be 10 a.m. to 1 p.m. For further information call Chris Spinney at 267-9298.

Name Corrections, October issue column (6213 helpers): "Art Lister" should read Art Leiper, and "Guy Senvide" should read Guy Sanvido.

The Society's 40th Anniversaty Banquet on November 7th was a great success, with 86 members filling the Westbury Hotel's Kent Room to hear UCRS member Omer Lavallee, Corporate Historian and Archivist, CPR. This date was also the 96th anniversary of the driving of the last spike on the CPR. Omer gave a very informative and humourous discourse on the railway's "glory years", discussing the development of various steam locomotive classes and their relative merits. He followed with a slide presentation and question period.

60 YEARS OF SERVICE 1921 1981 news

• A SPECTACULAR RUNAWAY--At about 4 a.m. on November 20th, the stripped shell of ex-Cleveland Pullman PCC 4647 was being towed by a truck from St. Clair Carhouse to Hillcrest for scrapping. Without brakes, or personnel aboard, the car proved to be too great a weight for the truck to hold on the Bathurst St. hill at Davenport Rd.; it started to roll, pushing the truck to one side, losing its rust-weakened anticlimber which remained attached to the tow bar on the truck, and then careened at speeds estimated up to 55 m.p.h. two miles down the southbound track. The car was derailed by an open right hand switch at King St. and buried its front end some six feet into a furniture store on the south side of that street. Fortunately two alert off-duty security guards in an automobile had spotted the unlit runaway near the beginning of its wild ride, paced it and stopped traffic at major intersections as 4647 shot through. Fortuitously no pedestrians or other vehicles were struck at any intersection, and happily the Route 511 night car was not on the southbound track. Before striking the furniture store, the PCC took out two overhead poles and pulled down the overhead at the King-Bathurst intersection. The emergency reroutings which had been in force during the recent building demolition at the north-west corner were put back into effect until 4647 could be rerailed and removed from the scene (after the A.M. rush) and the overhead could be re-erected. The twisted hulk of a once proud MU PCC car was pushed southerly to a storage track at Exhibition Loop to be returned later to Hillcrest and the scrap track. The 4647, thus, has earned more notoriety in retirement than it had during 34 years of service on two transit systems.

• CLRV's were placed in service on the last routes not equipped with them, the Carlton and Dundas carlines, on October 23rd; as on other major routes, PCC's still see service on certain runs.

• TTC CLRV 4199, the last unit in the 190-car order being built by Hawker-Siddeley, was unloaded from a flatcar at Hillcrest Shops on November 20, 1981.

• TTC PCC's 4314, 4431, 4644, 4698 and 4742 were in the yard at Hillcrest on November 20, 1981, stripped of usable parts, awaiting scrapping.

Short Items: CP Rail's 10-year capital program includes 12,000 freight cars, over 600 new locomotives, about 200 new cabooses and more containers. These and other expansions to the railway's plant are expected to result in a $7.6 billion capital investment...CP has ordered 100 additional container flat cars beyond the 165 car order mentioned in the November issue; these flats will be used primarily for the transport of marine containers--the 89'4", 100-ton capacity cars feature end-of-car cushioning to reduce shock and are outfitted with retainers at various points to permit the mixture of 20 foot and 40 foot marine containers and 44 foot and 29 foot domestic containers...CP has initiated a special locomotive engineer training program at Calgary's Alyth Yard in recognition of the expected availability of more such jobs as Western traffic increases...The Government of Canada will contribute $14.3 million towards the relocation of CN facilities from the centre of Regina to north of the city; the Province of Saskatchewan and the City will pay the balance of the $36 million total cost... CN is expanding its Transcona (Winnipeg) wheel shop with two extensions totalling 22,000 square feet, a new 130-foot span overhead bridge crane, eight new wheel storage tracks with a storage capacity of 22,000 wheel and axle sets, and various new items of machinery; the expansion will greatly increase the capacity of the facility to handle roller bearing wheel sets, the output of which at the shop is expected to treble over the next 10 to 12 years... UTDC (USA) has been awarded a contract to study maintenance methods on New Orleans' St. Charles street car line, including requirements for keeping the 1923-built car fleet operative, as well as track and overhead repair and improvement, including the possible use of concrete ties; most interestingly, a look will be taken at the ultimate use of modern cars on the line (CLRV's?) when the existing cars are no longer serviceable; UTDC (USA) will draw on the parent company for expertise.

MORE STATIONS CLOSED--The Railway Transport Committee of the Canadian Transport Commission has granted authority to CN to remove the following agency positions, and to remove the following station buildings and passenger shelters in New Brunswick and Quebec: Agency positions, in New Brunswick: Grand Falls, McGivney, Chipman, Napadogan, Plaster Rock, St. Leonard; in Quebec: Monk. Station buildings: Monk and Riviere Bleue, Quebec. Passenger shelter at Eastcourt, Quebec.

--Brian C. Nickle

--CP Rail has signed a long-term agreement with North American Car Corporation of Chicago to lease 725 50-foot standard box cars. These cars will be used in the transport of wood pulp from Canada to the United States and Mexico. CP had taken delivery of the first 275 box cars as of October 5th and expected the remaining 450 to be in service by the end of the year. The additional box cars will increase the railway's 50-foot box car fleet by almost 20%. CP Rail uses 40-foot and 50-foot standard box cars in the transport of pulp. The leasing agreement represents the beginning of an effort by the railway to substitute 50-foot cars for 40-foot ones, making more 40-foot cars available for domestic service, while the larger cars enable it to increase its pulp handling capacity.

--Canadian Pacific Consulting Services Ltd. was awarded on October 22nd a $45 million, five-year contract to assist in the design and supervision of the upgrading of a railway and telecommunications network in South Sumatra, Indonesia to serve the giantBukit Asam coal mining project, scheduled for completion in 1985. This mine will produce a minimum of 2.5 million tons of thermal coal annually, and will supply a power generating station at Suralaya on the western tip of the Island of Java. The project involves transporting coal 410 kilometres by rail from the Bukit Asam mine to a new port at Tarahan where it is transferred to ship for the final leg of the journey to the generating station at Suralaya. This contract represents the fifth transportation related project carried out by CPCS in Indonesia in the last seven years. Sofrerail of France and Indonesian engineering firms will also assist the Indonesian state railway in the design and upgrading of the railway and telecommunications network.