



Newsletter

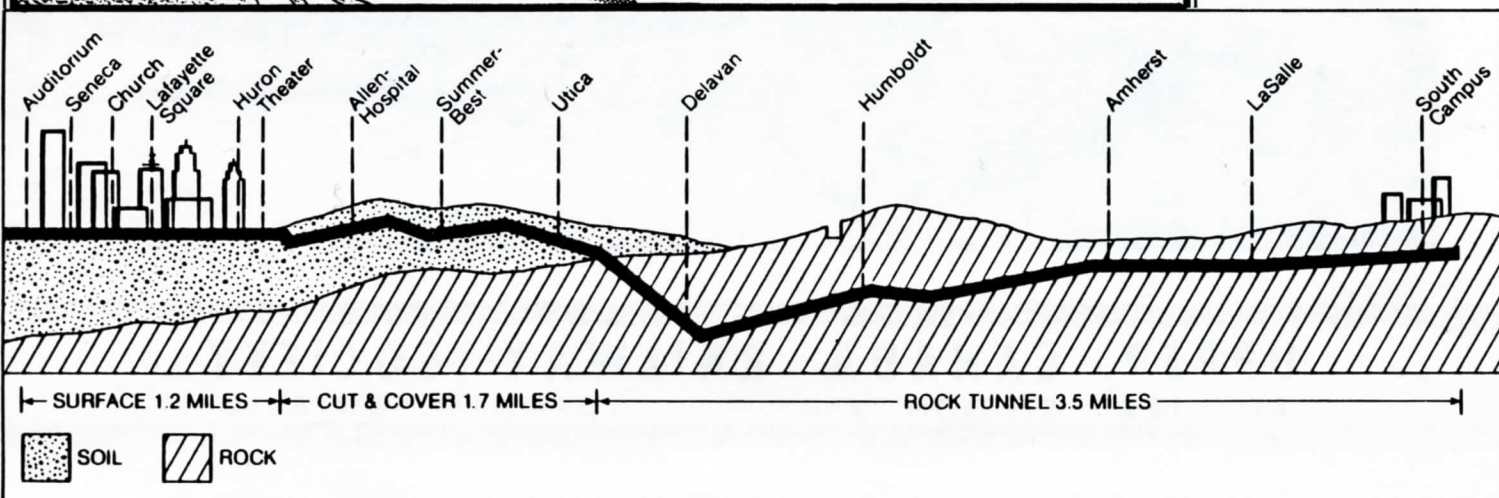
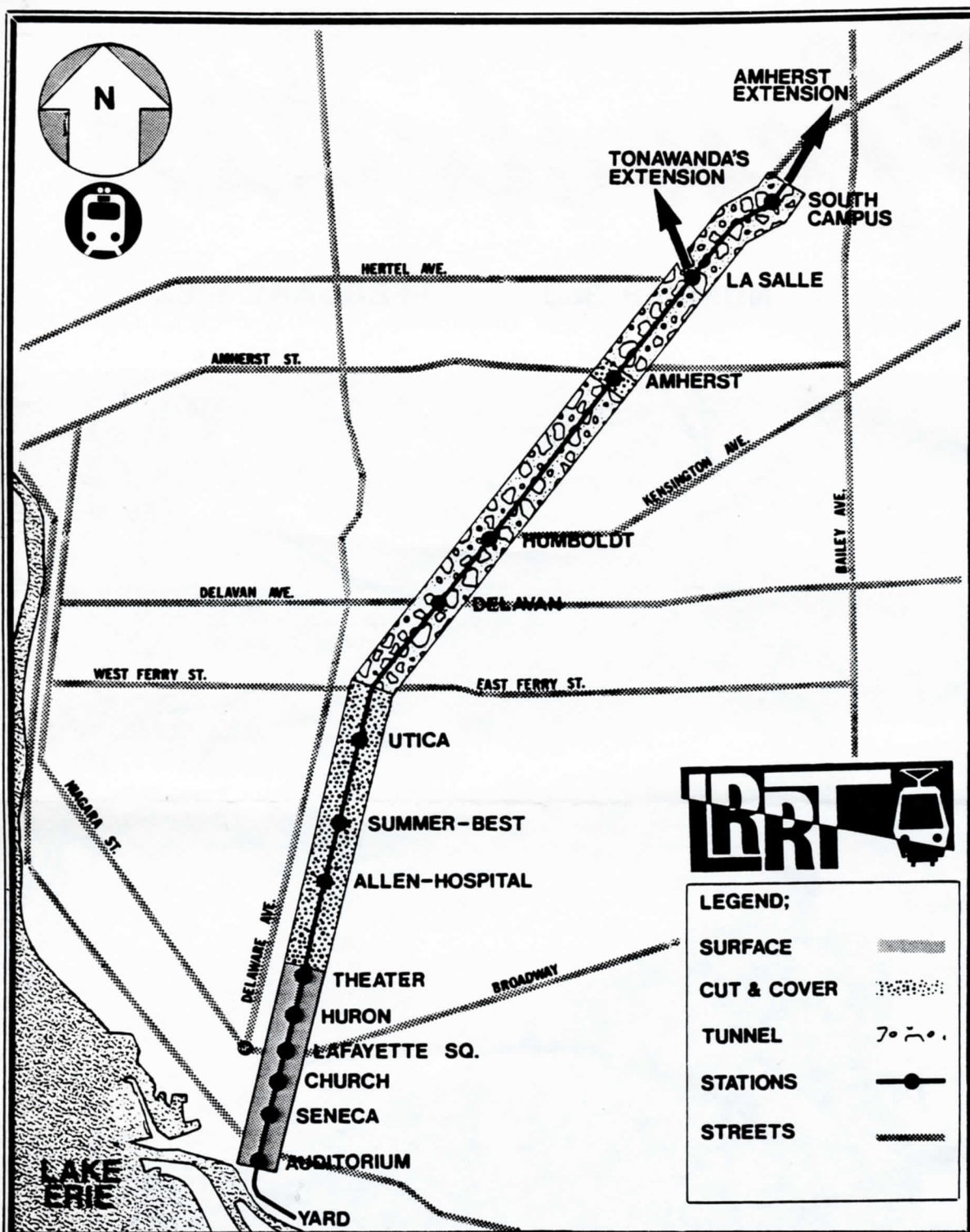
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UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



BUFFALO:



NIAGARA FRONTIER TRANSPORTATION AUTHORITY

LIGHT RAIL RAPID TRANSIT PROGRESS REPORT

by John D. Thompson

A visit to downtown Buffalo on December 11, 1981 revealed that the Niagara Frontier Transportation Authority's rapid transit line is taking on a high profile in this section of the city.

The ramp at Main and Tupper (near the former bus terminal) was finished, and the portal itself was nearing completion. A truly inspiring sight was that of the brand new trackbed extending from the ramp in nearly completed form the full length of downtown to Main and South Park Avenue. Rail installation will begin this spring.

The section of trackbed where Main Street passes under the Marine Midland Building (near the Exchange Street Amtrak station) required particular attention, as the company's underground parking garage is located beneath the street. An approximately one foot thick layer of concrete was carefully removed, exposing the roof structure of Marine's garage. Over this area a special sealant was applied to ensure that leaks would not develop (and create a car wash instead of a parking lot!). A concrete base was then poured and forms were set to pour extruded sills. These sills hold the floating track bed that is being used to reduce noise and vibration under the structure. Next came three median strips which divide the area between the floating slabs, followed by a composition of low density concrete and foam between the sills to help sound absorption. Rubber bushings, similar in appearance to hockey pucks, are set upon the sills, and the floating track bed is then put in place.

Work has also begun on the shop and carhouse facility, located on the site of the Delaware, Lackawanna and Western terminal at the foot of Main Street. The contractor, Siegfried Construction Company, has been pouring in the concrete foundations and installing their grade beams. The west yard has been excavated to subgrade level and catenary pole foundations have been installed. Exterior excavation of the new building is also completed. Facilities inside the shop will include a paint and body shop, wheel trueing machines, and a car washer. The scheduled completion date for the shop is Christmas, 1982. The total cost of the facility is \$10,787,753. The track layout is shown in an accompanying diagram.

Further up the 6.5 mile LRRT line, construction is in the early stages at several stations: Humboldt-Hospital, Delavan-College, Utica, Summer-Best, Allen-Hospital, and the South Campus terminal station at the city line. A contract valued at \$9,197,001 was recently awarded to the Siegfried Construction Company for the Amherst station. This station, to be constructed using the cut and cover method, will involve the removal of 20,000 cubic yards of rock.

NFTA has also awarded a \$10,300,000 contract to Computer Science Corporation of Atlanta, Georgia for the communication system for the line. It covers two telephone systems, fire detection and security systems, closed circuit television in underground stations, the Tupper Street tunnel portal, and the shops. The line's signal system and on-board passenger public address system will be covered under another contract.

Unfortunately the LRRT project has run into a major snag. It appears that there will be a shortage of Federal funds to construct the elaborate pedestrian mall on Main Street adjacent to the downtown surface section of the line. Construction of the mall, covering a greater distance than originally envisaged, is seen by the city as crucial to the revitalization of the downtown office, shopping and entertainment area. Accordingly, NFTA has suggested, in order to make up the funding shortfall, deleting the \$15.2 million LaSalle station, and the nearby \$8 million turnout for the proposed future Tonawanda line. Considerable controversy may result from this course of action, as residents of the LaSalle station area will not take kindly to the station's deletion. A final decision will have to be made soon, in order for work to proceed in this area.

BUFFALO LRRT PROJECT: 1981 CHRONOLOGY

--Information and all illustrative material courtesy NFTA

Jan. 7: The last of the four tunnel boring machines "holed through" 10,200 feet of solid rock and was taken out at Main St. and Parker Ave., with City officials on hand. In less than one year's time, all four TBM's had carved out nearly 34,000 feet of rock at depths ranging from 50 to 90 feet below Main St.

Jan. 14 & 15: A high-level team from the Tokyu Car Corp., of Yokohama, Japan, apparent low bidder for NFTA's rail vehicles, toured potential car assembly sites in Western New York. Early February: Excavation of the 700-foot long "interface" section was completed, where the cut and cover subway meets the rock tunnel, just north of Ferry.

Feb. 9: The NFTA Board of Commissioners adopted a fare collection system which will provide a fare-free zone within the surface section of the line. Passengers boarding trains in this free-fare zone will pay only if they exit in an underground station.

Feb. 23: U.S. Secretary of Transportation Drew Lewis pledged that Buffalo's LRRT project will be completed.

Feb. 23: NFTA Board of Commissioners awarded a contract for procurement of 33 four-axle light rail vehicles to the Tokyu Car Corp.

Feb. 27: Billy D. Spencer appointed Metro Construction Division's Manager of Construction, by then-Chairman Allen E. Dekdebrun. He replaced James G. Ball, who had tendered his resignation to take a similar position with UTDC.

Mar. 16: Chairman Dekdebrun signed a \$21.8 million contract with Tokyu Car Corp. N.Y. State Governor Hugh L. Carey and Buffalo Mayor James D. Griffin witnessed the signing.

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above address.

ON THE SUBJECT OF TRIP REPORTS--The Introductory Statement which led off the revival of the UCRS Newsletter by the present Editors (January 1980 issue) made explicit reference to the intention to include members' trip reports as a regular part of the content. While other contributions have been received in a gratifying abundance, trip reports have unfortunately, and rather unexpectedly, been sparse. In this issue there appears Jerry Buck's excellent report "454 Miles on Mixed Trains", one of the best trip narratives ever to have been published in the Newsletter. It includes many of those ingredients which a well composed trip report can embody: detailed notes on operations, local colour, human interest, and historical and technical information. The entire piece is a record of CN local operations in Northern Ontario as they existed in 1979, which will be of increasing interest and value as time goes on. The article, in the opinion of the Editor, serves as a model of the kind of trip report which is appreciated by many other members.

It is hoped that more UCRS members and readers of the Newsletter will be encouraged to set down their experiences and observations from past trips or from those which they make in the future, for the enjoyment of all members through the medium of the Newsletter. Such reports can provide readers with more "along the line" information and atmosphere than any number of technical articles or news items, valuable as the latter are in other ways. Members are also asked to bear in mind that there is no upper or lower limit on the length of the trip upon which a report will be accepted, nor is there any geographical limitation whatsoever. The only rule is that the narrative should stick to railway subjects and not be cluttered with general "tourist" observations. Comparisons of service, operating practices, equipment condition, etc. with what we are used to in Southern Ontario and Toronto will not be regarded as odious, but as of relevance and interest. Submitted trip reports will be given top priority in the selection of content for future issues of the Newsletter and will never be regarded in the nature of "fillers".

--While hearkening back to the Newsletter's Introductory Statement, mention is again made of the policy as therein set forth to print, under "Readers' Exchange", members' personal advertisements for wanted items or those for sale or trade. No charge is made for entries, but material to be listed should be restricted to railroaddiana, transit material, model railroad equipment, or cameras and photographic accessories.

CP RAIL UNVEILS \$625,000 RADIO COMMUNICATIONS CENTRE--CP Rail has completed construction of a \$625,000 radio communications centre at Toronto Yard. The two-storey building will serve as a main service facility for communications equipment on the railway's Eastern Region, and as a system-wide technical training centre and stores depot. The 12,400 square foot centre is the biggest of its kind on the system. It will operate round-the-clock and will be supported by four satellite service shops located at Smiths Falls, London, Schreiber and Sudbury. As the main stores depot for communications equipment parts, the new centre is located close to the major suppliers and manufacturers.

The building's main floor houses an equipment assembly and wiring work area for new systems, a circuit test centre for dispatcher telephones and trackside radio systems and a service bay for radio equipment installations and servicing of mobile units. The second floor serves as a stores and technician training centre, outfitted with radio and telephone systems and specialized testing equipment. CP Rail's technicians install and service communications equipment used by train crews and yard personnel. This includes intercoms, mobile telephones, trackside systems and remotely controlled radio base stations for contact between dispatchers and train and maintenance of way crews. Communications equipment is entering the computer age with the use of microprocessors--or computer chips--to speed up communications and reduce the demand on already overtaxed air frequencies. CP has four other main communications centres, at Montreal, Winnipeg, Calgary and Coquitlam, B.C.

COVER: Credit Valley (ex-CPR) D10 class 4-6-0 1057 rounds a curve near Moffat, Ontario, with an excursion train destined for Elmira, April 6, 1974. Today the 1057, which is owned by the Ontario Rail Association, is stored, together with the Association's rolling stock, awaiting the hoped-for inauguration of a tourist railway on the CNR between Collingwood and Meaford.

--John D. Thompson

Mar. 24: Procurement bids were opened for special trackwork. Apparent low bidder was Pettibone/Ohio.

Apr. 7: Notice to Proceed given on Contract 2Z0061 to Tokyu Car Corp. for design and manufacture of rail vehicles.

Apr. 14: Bids opened for Delavan/College Station. Stimm/Fitzpatrick (Joint Venture) apparent low bidder at \$16,249,610.

Apr. 14: Bids opened for Humboldt-Hospital Station. Apparent low bidder at \$21,580,910 was Siegfried-Grow-Slaterry, a joint venture.

Apr. 27: Notice to proceed awarded to Pettibone/Ohio for special trackwork.

May 1: Contract award to Falcon Research & Development, Inc., Buffalo, to provide System Assurance Engineering.

May 4: Walt's Tree Service, a local firm, given notice to proceed on demolition of South Park Yard.

May 4: Notice to proceed given to Amadori Construction Co. for final surface line section, from Seneca St. south to yard and shops site.

May 11: NFTA Board awards contract for construction of Delavan/College Station to Stimm/Fitzpatrick.

May 11: Contract for Humboldt-Hospital Station awarded by NFTA Board to Siegfried-Grow-Slaterry.

May 11: Board awards contract for wheel trueing machine to Hegenscheidt Corp.

May 14: Bids opened for Train Control Contract. Apparent low bidder, at \$11,264,163, was General Railway Signal Co.

May 18: Contract award to J.W. Leas & Associates, Bryn Mawr, Pa. for fare collection specifications for the eventual procurement of such equipment.

May 18: Contract award to Wilson, Ihrig & Associates, Oakland, Ca., for engineering services regarding noise and vibration.

May 18: Contract award to the Hinchman Co., Detroit, Mi., for corrosion control.

May 21: Bids opened for LaSalle Station. Apparent low bid, at \$15,211,049, received from Stimm/Fitzpatrick.

May 21: Bids opened for South Campus Station. Apparent low bid, at \$28,328,834, received from S&M Constructors.

June 9: Bids opened for yard & shops contract. Apparent low bidder, at \$10,787,753, was Siegfried Construction Co. Inc., of Buffalo.

June 11: Bids opened for Utica Station. The apparent low bid of \$9,070,400 was submitted by the John W. Cowper Co.

June 17: Notice to proceed given to Bethlehem Steel Corp. for manufacture of running rail & girder rail.

June 22: NFTA Board awards contract for direct rail fixation fasteners to the Lord Corp.

June 22: Notice to proceed given to the Hegenscheidt Corp. for wheel trueing machine.

June 25: Bids opened for Summer/Best Station. Apparent low bidder, at \$9,885,000, was the John W. Cowper Co.

July 6: Notice to proceed on construction of Humboldt/Hospital Station given to Siegfried-Grow-Slaterry.

July 9: Bids opened for Allen/Hospital Station. Apparent low bidder was Albert Elia Building Co., at \$11,196,328.

July 10: Notice to proceed issued to Stimm/Fitzpatrick, for construction of Delavan/College Station.

July 13: NFTA Board awards contract for train control to General Railway Signal Co.

July 15: South Park Yard & Shop construction contract awarded to Siegfried Construction by NFTA Board.

July 15, 16: Federal and State officials participate in quarterly review of LRRT project at NFTA headquarters.

July 31: NFTA Board awards Utica Station contract to John W. Cowper Co.

July 31: Board awards South Campus Station contract to S&M Constructors.

July 31: Contract for ventilation equipment awarded to Flakt Products.

Aug. 6: Notice to proceed given to Lord Corp. for direct rail fixation fasteners.

Aug. 10: Summer/Best Station contract awarded to John W. Cowper Co. by NFTA Board.

Aug. 18: Notice to proceed given to General Railway Signal Co. for train control.

Aug. 24: Two members of Governor Hugh Carey's staff given LRRT line tour.

Aug. 31: Albert Elia Building Co. awarded contract for Allen/Hospital Station construction.

Aug. 31: Notice to proceed given to Siegfried Construction Co. for South Park Yard & Shop contract.

Sept. 21: Notice to proceed given to Flakt Products for ventilation equipment.

Sept. 24: Notices to proceed issued to John W. Cowper Co. for construction of Utica and Summer/Best Stations.

Sept. 28: Notice to proceed given to S&M Constructors for South Campus Station.

Sept. 30: Notice to proceed issued to Albert Elia Building Co. for Allen/Hospital Station.

Sept. 30: Contract award to De Leuw Cather & Co., Buffalo, to manage systemwide construction and installation.

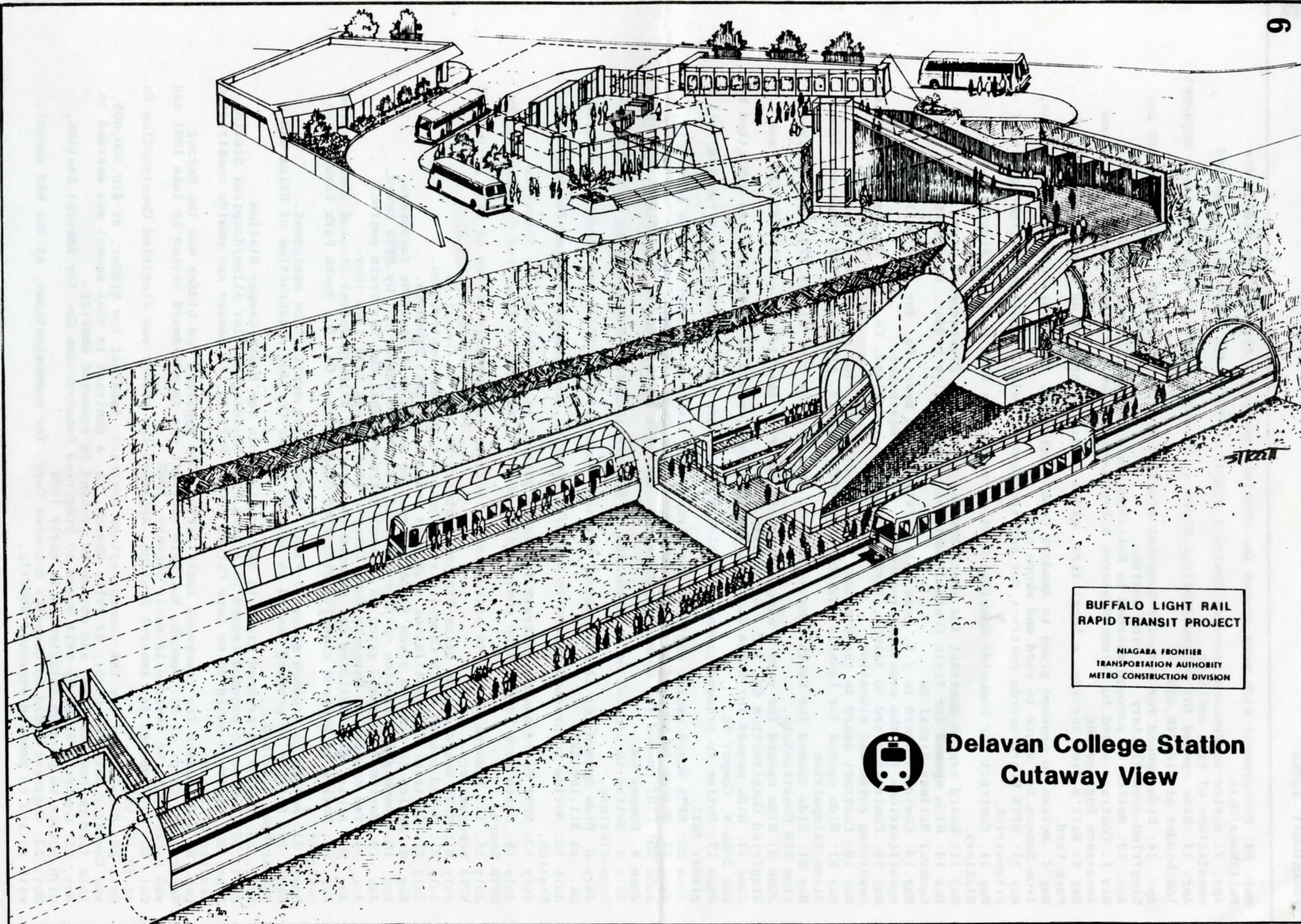
Oct. 6: Bids opened for trackwork installation. The apparent low bidder was the Herzog Contracting Corp. of St. Joseph, Mo. This contract was in pre-award review in late 1981 and was expected to be awarded in early January, 1982.

Oct. 20: Bids opened for Amherst Station. Apparent low bidder was Siegfried Construction Co. at \$9,197,001.

Oct. 28: Bids opened for the communications contract. Apparent low bidder, at \$10,300,005, was Computer Sciences Corp., of Falls Church, Va. A contract in that amount was awarded to this firm on Nov. 23, 1981 and notice to proceed is expected shortly.

Nov. 23: Contract award by NFTA Board to Siegfried Construction Co. for Amherst Station, with notice to proceed anticipated in early 1982.

Nov. 23: Contract award to Computer Sciences Corp. for communications, at the bid amount, with notice to proceed expected shortly.

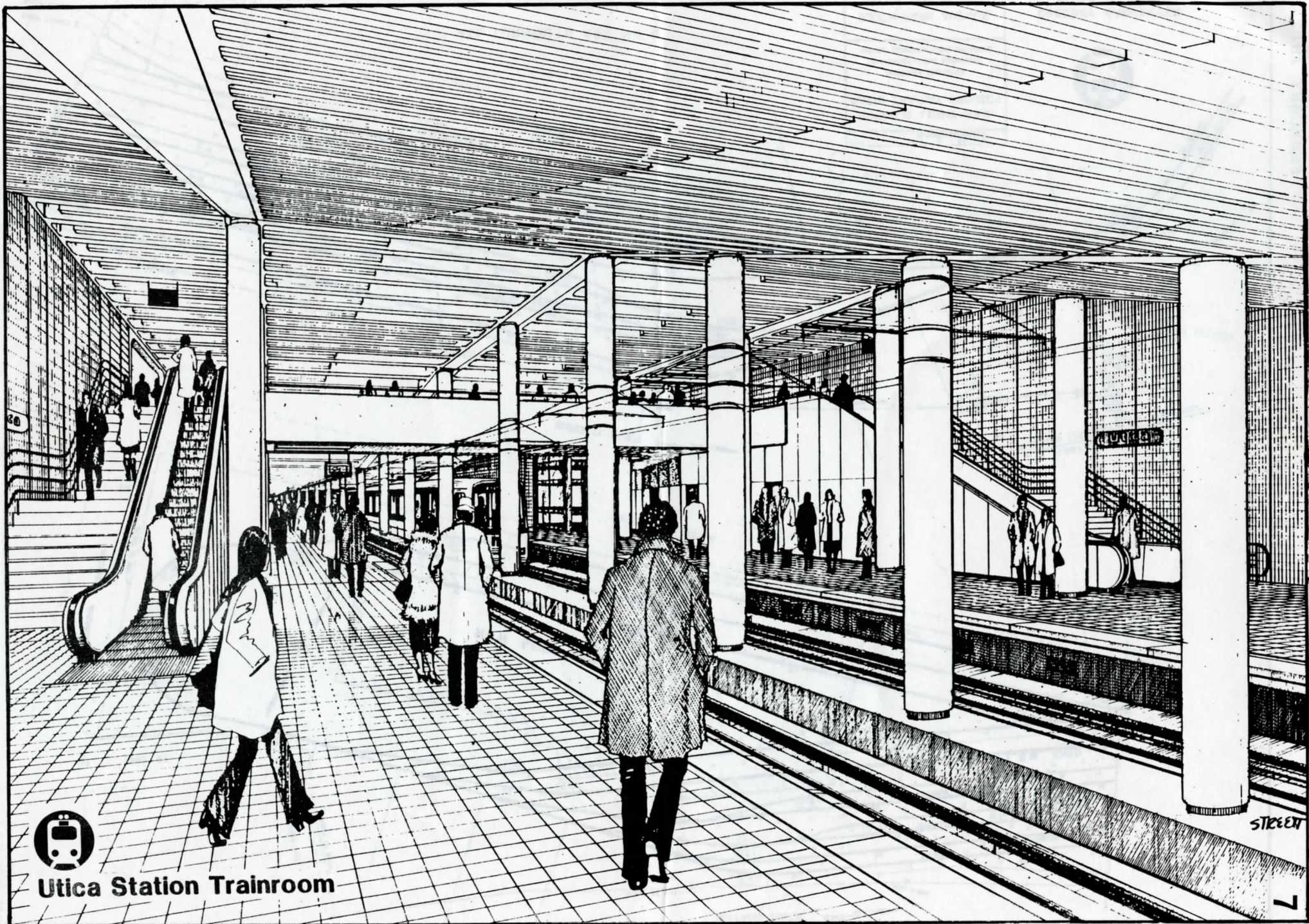


BUFFALO LIGHT RAIL
RAPID TRANSIT PROJECT

NIAGARA FRONTIER
TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION



Delavan College Station
Cutaway View



Utica Station Trainroom

STREET



454 miles on mixed trains

by Jerry Buck

In the week of April 15 to 21, 1979, I was riding VIA (CN) Mixed Trains 286--Winnipeg to Sioux Lookout, and 278--Sioux Lookout to Neebing (Thunder Bay). It was the luxury of freight train travel through Northern Ontario--scenes of rocks, pines and lakes, battles with black flies and the excitement of knowing that at any moment your train could be blown up by dynamite reportedly laid by striking pulp and paper workers in the area. All combined to provide a trip I would never forget.

It all started when I jumped aboard CN combine 7186 in Train 286 outside Winnipeg Station. The engineer complained, "They gave me a dirty engine again" as three boxcars were added to his loco 4110. While the combine was being hooked up, I pulled out a copy of *Canadian Rail* (Issue No. 305), in which appears a picture of the interior of 7186, in the article "Mixed Train to Sioux Lookout". I was comparing the picture to what the car looked like now, and thought how nothing had changed much--even to the trainman in the baseball cap sitting in the right rear seat! There he sat, a regular fixture of the car, planted in "his seat" just as he was in *Canadian Rail*. The conductor rolled by. "Your TICK-IT, sir! Going all the way to Sioux, eh? You're a brave one! You got lots to eat? Good!" We pulled smoothly out of Winnipeg Yard and on to Elma, where the gent who owns the pool hall there got off. He had been in Winnipeg putting in a claim for a window broken in his place by some local punks. It is a hard job to run a pool hall in a small place like Elma, he told me. Elma Station was still in its old Canadian Northern colours (green and cream), but had been abandoned like many others I was to see later along the line. We rolled through Indigo and White, where there was a large gravel pit and trackwork being done, and then Malachi, Wade and Ottermere. At Minaki, there was another Canadian Northern painted station, besides the famous "White Elephant Lodge", for historical interest. You go through two tunnels in solid rock and reach Redditt, once a busy point, where the old roundhouse now serves as a hangar for airplanes of Northern Servicentre. At McIntosh, concrete ties were being laid along one section of track. Next came the stop of Red Lake Road, where I saw what was left of a Sylvester motor car that had come off the track and rolled down a steep embankment. There was another tunnel and then Amesdale, Taggart, Hudson and finally Sioux Lookout, as the sun dropped. In the yard was CN 7196, sister to 7195 of the CRHA Museum at Harbourfront. I was directed to a local hotel by the Ontario Provincial Police, who warned me to be careful as there had been some "trouble" lately in Sioux.

Next day, I walked back to the station past Canada Creosoting 102, an 0-4-0 saddle tank loco placed on a bit of track beside the road. It was six o'clock in the morning and I watched half asleep while they shuffled cars about the yard. I saw a green and yellow-trimmed engine roll behind some boxcars and then I came to life! I hadn't seen one painted in this old scheme since I was small. It was CN 4500, which was tied to sister 4501, in the newer scheme. The 4500's paint was in good shape considering its years. When I later asked one of the trainmen about it, it seemed that it would most likely be repainted when it went in for a major shopping, which hadn't been necessary up until now. The two engines assembled their train of about 15 cars, mostly pulpwood flatcars, and then brought the passenger portion of the train past Sioux Lookout station. There was the "crew-plus-baggage" car 9674 and coach 5209, a change from the one combine car I had been used to riding on other mixed runs. As we left Sioux, the friendly conductor took my ticket and then chatted the time away with myself and another trainman. We rolled into Umfreville, the site of the infamous School Car Fire of October, 1950. It must have taken most of the surroundings with it, judging by how little there is there today: just a lopsided sign and a few upright boards of what was once a shelter. It was here that School Car CN 15073, an 1886 Crossen wood-sided car, was parked in the special School Car siding in order for the travelling teacher to instruct the children of this remote area. A new English teacher, not knowing how to stoke the railway heater properly, fired it up so well that it overheated and burned the whole car. That ended his School Car run "but good".

Many of the stations further down the line were, like the ones out of Winnipeg, abandoned and boarded up. Stations like Valora and Sowden, a good example of a "witch's hat" station. Graham had a sign posted on it to the effect that it was to have been torn down the previous month. The water tower, encased in fading boxcar red paint, was still standing, too. I was so busy poking about the station here on our stop that I didn't notice the crew all getting back on the train without me. I just happened to spot the tail end of the train slowly rolling by and managed to jump back on. Next came Mack and Raith, where we waited on a siding for a west-bound freight to pass. While we were there, I got off and helped one of the trainmen load some of the wood stacked by the track into the baggage car. This was cut by the local section man and we scooped some for the trainman's fireplace at home. We soon rolled out of the siding, and waved to the "CP boys" on the right-hand track, where it came fairly close to the CN track. We came to Kakabeka Falls, namesake of the famous Northern Breweries product, "Kakabeka Ale". The best fishing spots on the river were pointed out to me by my new CN friends, as well as a place on the left-hand side where there was a large wreck "when I was working on the wrecker in the steam engine days" (as one of the trainmen put it). We rolled slowly on into Neebing Yard, and I on to Thunder Bay and then home.

Notes to the Story--CN 7169--1928 National Steel Car combine, ex-CN 2908 colonist car, repainted and repaired at Spadina Yard, Feb. 1979.
CN 7189--1919 Pullman combine, ex-Canadian Northern 7230, ex-CN 2780 colonist car, converted

in April 1951, fitted now with Olsen air conditioning system.

CN 7196--1919 Pullman combine, ex-Canadian Northern 7244, ex-CN 2794 colonist car, seen in Sioux Lookout.

Canada Creosoting 102--0-4-0 ST loco on display in Sioux Lookout beside highway, built by Montreal Locomotive Works in 1923, ex-Saguenay Power (Alcan) 118, coal-fired.

CN 15073--"School on Wheels", ex-Grand Trunk Railway 1762 coach, rebuilt into School Car in 1928, destroyed by fire in Oct. 1950 in Umfreville.

CN 4110--loco on Winnipeg to Sioux Lookout run.

CN 4500--old "green and yellow" loco on Sioux Lookout to Neebing run.

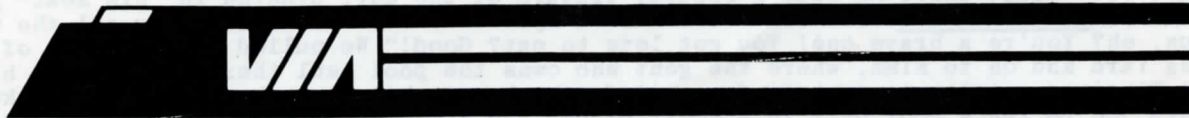
CN 4501--"new scheme" loco on Sioux Lookout to Neebing run.

CN 9674--"baggage and crew" car on Sioux Lookout to Neebing run, on National Steel Car order of 1953.

CN 5209--1937 Canadian Car and Foundry coach on Sioux Lookout to Neebing run, on CC&F order as Lot 1146.

44 tonner--Western Metals Corp., 700 Montreal St., Thunder Bay, has this yellow-painted GE switcher to switch scrap cars around their plant.

CP 4554--loco wrecked in washout south of Sudbury on the west side of the track; was the lead unit, nobody hurt in this 15-car wreck about April 20, 1979.



A NOT SO FOND FAREWELL TO THE SUPER CONTINENTAL

by Bruce D. Cole

Due to all the press and debates that went on regarding the cutbacks to VIA Rail service, announced by Jean-Luc Pepin on July 27, 1981, I decided to take one of the last SUPER CONTINENTALS from Toronto to Vancouver, with a side trip from Jasper to Prince Rupert on the SKEENA. I fully intended to take this trip as a railfan, to take lots of pictures and to enjoy a restful seven-day trip.

Having travelled the passenger trains across Canada at least 15 times in the last 10 years, I have seen good, bad and indifferent service by both railways when they were handling the passenger service. After VIA took over the transcontinental passenger service, I have travelled twice across Canada--once on the northern route and once on the southern route. On these two previous trips, the service on board and the attitude of the employees left a lot to be desired.

I did not intend to write this article, but after a day and a half, I couldn't believe how many things were going wrong. Therefore, here is a brief history of this train trip.

I phoned VIA the first week in September to arrange to travel on the SUPER CONTINENTAL and the SKEENA, leaving Toronto on the evening of Saturday, October 31st. I was told that space was not in the computer as yet, which was pretty hard to believe since it was only eight weeks away. They took my information and said they would get back to me as soon as it was in the computer, which they did in the third week of September. If you want to make a reservation on Amtrak, you can book almost one year in advance. This is what you should be able to do on VIA trains.

I knew that I could board the train at 10:30 p.m., as I had booked sleeping car space. However, upon my arrival at the station on the evening of October 31st, I was told that I couldn't board until 10:50 p.m. The porters on the sleeping car must take it for granted that all of the passengers travelling on that car have done so before and know how to operate all of the various switches for their bedrooms, as I was given no instructions whatsoever. Also, most of the employees don't wear name badges. After getting myself settled away, I went up to the lounge car for a nightcap. However, I was told that the supplies were put on late and, therefore, they wouldn't be opening the bar.

There is no booklet in the compartment to advise one of the equipment on the train, i.e. dining car, snack car and lounge car, and what the service director does on the train. There should also be a timetable in the compartment, so one can follow the stations along the route. I know, at one time, both CN and CP would hand out nice folders describing the areas through which you were travelling, and I think this would be a good idea to use on the transcontinental train again.

We arrived on time in Sudbury Sunday morning and waited for the Montreal section before heading for Winnipeg. After reading for one and a half hours, I noticed that no Montreal train had arrived yet. I walked over to the station to find out what had happened and was told that the train would be two and a half hours late. None of the personnel on board knew anything about it.

I found the meal selection in the dining car to be very poor. Even though they changed the menus daily, they really changed only a few items. The appearance of the majority of the personnel was very sloppy. I feel that they are in need of some grooming lessons. The windows of the scenic dome car were absolutely filthy and I could not see at all through the dirt.

Upon arrival in Winnipeg, one reads in the timetable that various tours are available on the Winnipeg stopover, but no mention was made of this on the train before our arrival. The northern route train left Winnipeg at 12:15 p.m., and it was stated that one could board anytime after 11:30 a.m. to eat lunch. They did not let us on the train until 12:05 p.m. for our 12:15 p.m. departure out of Winnipeg, which really didn't leave until 12:30 p.m.

The snack service closes down after 11:00 p.m. I think that, on an overnight train, snacks should be available all night. In Edmonton, staff came running through the car at 7:45 a.m. saying "last call for breakfast". I think breakfast should be served up until 9:00 a.m. As I was still in bed, I had to rush to get dressed before they stopped the breakfast service at 8:00 a.m. Housekeeping in the bedroom left a lot to be desired. The sinks were really not cleaned that well. They also did not keep their lounge car very clean, which is very undesirable.

Upon arrival in Jasper, we had to carry our own bags. You would think that, in a place like Jasper, they would have a porter or two to help carry your bags, but there was no one around. Having boarded the SKEENA for the trip to Prince Rupert, I found the personnel on this train a lot more likeable. This might be due to the fact that it is more of a personal train for the people living in the area that it serves. The menus were basically the same as on the SUPER CONTINENTAL.

It was on my return trip to Jasper that I, as well as a number of other people, encountered another problem. When you are going through time changes on the train, nobody advises you to change your watches. This should be done because, coming into Jasper, six people missed the eastbound SUPER CONTINENTAL due to their not being aware of the time change. At approximately five minutes from Jasper, my bags still had not been taken from my room. I looked for the porter and found him asleep, so all of the passengers had to move their bags from their rooms onto the platform. I stayed over in Jasper one night, and it was a pleasure to have a shower and a good meal.

On board the train to Vancouver on Friday, November 6th, I found again that the dome car was absolutely filthy for the trip through the Rockies. The bedroom I was supposed to have was given to someone else, but VIA was able to give me another one. I found that there was no consistency in the trains that we passed (some had dome cars and some didn't); I feel that the scenic dome cars are essential, especially for travel through the Rockies.

I could not get over the way in which the windows were cleaned in Winnipeg and Prince Rupert. They had a man come along with a brush and wipe every window of the train. You would think that they would use proper car washing equipment. Another question voiced by everyone is as to why the trains have to go through the Rockies at night. Here you have the most picturesque part of the trip, other than around Lake Superior, and the train goes through it at night (especially down the Fraser Canyon).

I think it's about time that VIA cleaned up its act and started to run the trains as they should be run. After my trip, I certainly got turned off from using the train, and I'm sure that any of the first-time passengers would have no desire to travel by train again. If Air Canada ran its planes the way VIA runs its trains, I wonder for how long people would be travelling via Air Canada. I predict that, in three years, if VIA continues to run its trains as they are presently being run, there will be even fewer passenger trains in Canada. A good portion of the blame for this deplorable situation goes to the Federal Government for allowing passenger train service to deteriorate over the years. The rest of the blame goes to VIA, which is so totally disorganized.

WHAT THE MINISTRY OF TRANSPORT SAID TO ONE UCRS MEMBER--(Editor's Note: Member Bruce D. Cole has forwarded the following letter which was received in response to his expression of concern to Minister of Transport Jean-Luc Pepin in connection with last year's slashes in VIA Rail services. What the cutbacks are all about is purportedly summarized in the last paragraph of the letter. It seems particularly paradoxical to think of a 20% cut in train mileage as "ensuring the future growth of railway passenger service". If that growth is intended to occur primarily in the Quebec City-Windsor corridor, there is little in the letter to mollify the citizens of (e.g.) Edmonton and St. John).

Mr. Bruce Cole,
President, Humbertown Travel,
Toronto, Ontario.

Dear Mr. Cole:

The Honourable Jean-Luc Pepin has asked me as his Parliamentary Secretary to reply to your telex of July 28, 1981, regarding the recent announcement of the government's plans to change Canada's railway passenger services to meet the needs of the future.

The government's program is intended to promote the early improvement of services in high market potential areas to meet the requirements for railway passenger transportation in the 1980's. Accordingly, VIA has been asked to give particular consideration to the development of the high potential inter-city passenger markets of about 480 miles or less and at the same time to preserve a coast-to-coast transcontinental service and make it more effective.

There exists a long history of railways in Canada and the transcontinental train is an integral part of Canada's unity. As transcontinental trains provide services over very long distances with a full range of amenities, they are very costly and yet, for most of the year, they are used as essentially inter-city trains. In 1980, these services alone cost Canadian taxpayers \$160.5 million to operate, or 50% of all losses incurred by railway passenger services. Daily transcontinental service will be continued but one of the existing trains in eastern and western Canada will be converted into a daylight hours inter-city service on route segments where there is a potential for inter-city service. A restructuring of the transcontinental train will result in a more appropriate inter-city type service, improved scheduling and on-time performance together with an overall more cost-effective service.

With respect to the effect on the communities served by the SUPER CONTINENTAL service, the Prince Rupert-Jasper local regional service will be extended to Edmonton (three times per week frequency). Communities between Jasper and Edmonton will still have rail service to Edmonton and a link into the national system. Furthermore, there is an excellent highway (the Yellowhead) following the transcontinental rail route and frequent daily bus service is

provided along this highway with direct service from Edmonton to Vancouver via Jasper and Kamloops.

With reference to the discontinuance of the VIA "Atlantic" service, the "Ocean" will continue to provide transcontinental service between Halifax and Montreal through Moncton. Connecting services will also be provided and additional inter-city services will be extended to Fredericton from Halifax by way of Moncton and Saint John. The Moncton-Edmundston service is to be discontinued because of poor performance. However, alternate modes of transportation such as bus service through Fredericton and highway access to intermediate points on the train route are presently available.

It must be emphasized that the funds freed up by the restructuring plan will be applied to VIA's capital budget to ensure the future growth of railway passenger services. With upgraded facilities and equipment, VIA will be able to offer improved service to the public which it is hoped will result in increased patronage and better utilized equipment and, therefore, further savings to Canadian taxpayers.

Yours sincerely, Robert Bockstael, M.P., St. Boniface.



SNOWFIGHTING AN EXPENSIVE OPERATION--CP Rail expects to spend approximately \$7 million during 1982 battling winter conditions, ranging from blizzards to avalanches, floods and mudslides along its 16,000-mile network. A force of about 2500 maintenance employees, 250 snow removal machines, explosives and armed forces personnel using howitzers will also help to clear the railway's 19 divisions, stretching from the Maritime Provinces to Vancouver Island. Of the \$7 million, approximately \$3 million will be spent on the Atlantic Region, due to a combination of heavy snowfall and the presence of major yards in the Montreal area. The Atlantic Region has 3700 miles of track including main lines, yards and industrial sidings. More than 5500 main track and yard switches must also be kept clear of snow and ice. The Eastern Region will spend an estimated \$2 million. It has similar problems with more than 4500 miles of track and some 10,150 switches to be cleared throughout Ontario.

The \$1 million snow removal program on the Prairie Region is especially difficult. On the Saskatchewan plains high winds often mix loose topsoil with snow, creating concrete-hard drifts. Stretching from Thunder Bay, Ont., to Swift Current, Sask., the region has 7650 miles of track of which 1400 miles are part of the transcontinental mainline. The Pacific Region, which will also spend approximately \$1 million, faces the most diverse winter conditions, with heavy snows through Alberta and the Rockies and rains on the coast. Its 6000 miles of track include the high mountain passes near Revelstoke, B.C. where the heaviest snowfalls are measured, averaging from 200 to 400 inches annually. Here, the railway is involved in its annual co-operative role with Parks Canada's avalanche control program. From mid-December to mid-April, Canadian Armed Forces personnel in Glacier National Park use howitzers, literally to shoot down snow build-ups before they reach avalanche proportions. Avalanches are a serious threat to CP Rail lines and to the Trans-Canada Highway. To help in preventing derailments caused by avalanches, CP has installed detector fences at high probability slide areas along its system. Fence circuits, broken by falling rock or snow, trigger signals which alert approaching train crews.

Meanwhile, on the Pacific Region's Fraser River and Canyon divisions, emphasis is placed on protecting the railway roadbed against heavy winter rains. The principal concern during Vancouver's rainy periods is that all drainage channels and culverts be kept clear to prevent washouts. On the region's Calgary Division, the Spiral Tunnels east of Field, B.C. must have ice removed from their sides and ceilings in order to prevent passing rail equipment from being damaged. Also, ground seepage from springs in the tunnels must be controlled to prevent ice build-up that could cover the rails and cause derailments.

--CP Rail release

CP EQUIPMENT PURCHASES--As part of its 1982 capital spending program, CP Rail has ordered 610 units of rail freight equipment from Canadian car builders at a cost in excess of \$38 million. Orders have been placed for 100 65-foot, 100-ton gondola cars, 100 89-foot, 100-ton standard flat cars and 410 100-ton rotary dump bathtub gondola cars. The 100 standard gons have been ordered from Marine Industries Ltd., Sorel, Quebec, to cost approximately \$7.5 million. These cars will be used to transport various products from Ontario steel manufacturers to markets in Western Canada. Delivery of this order is scheduled between February and March, 1982 and will increase the number of CP Rail cars serving the steel industry to 464. A second order placed with Marine Industries Ltd. is for the 89-foot, standard flat cars, costing approximately \$8 million. These cars, to be delivered between March and April, 1982, will be used to transport 80-foot pipe lengths for Canada's pipeline industry. This will increase CP Rail's fleet of wood-deck flat cars carrying this commodity to 200. For unit train service in the transport of British Columbia coal and Alberta sulphur, CP has ordered, at an approximate cost of \$23 million, the 410 100-ton rotary dump bathtub gons from National Steel Car Co., Hamilton, Ont. This will increase CP Rail's fleet of rotary gondolas to 1,613 cars. Delivery is scheduled between February and April, 1982.

HISTORICAL NOTES ON THE RAILWAYS IN THE DURHAM, ONTARIO AREA

by J. Ralph Oakley

The branch of CP Rail between Saugeen Junction and Walkerton was built in the years 1904 to 1908. Manpower, horses, and horse-drawn equipment, secured in the area, were used in the construction. A longtime resident in the area informed the writer that a locomotive was conveyed on the road from Flesherton to Durham before the inauguration of rail service on the branch. This resident, however, was not aware of the reason for that.

Much traffic on the branch was generated by the now-defunct National Portland Cement Plant in Durham. The traffic included construction materials and machinery for the plant, then coal and clay for the operation, and the manufactured cement. Other traffic was generated by the Durham Furniture Manufacturing Co. Over 50 carloads of sand and gravel from a pit in

Durham were moved daily over the branch for the building of the railway embankment (the "viaduct") across the south side of Toronto. Stone and sand for the Toronto subway system were also conveyed over the branch.

The Durham Switch Line Railroad was unique; it ran from Durham to Wilder's Lake, where marl for the production of cement in the previously mentioned cement plant was extracted by a steam-operated crane. The writer has a photograph of this operation. Part of the right-of-way can be traced; some of it is now a road into Wilder's Lake. An old topographic map at a scale of one inch to the mile shows the line. A rail connection between the present wye on the CNR south of Durham and the Saugeen-Walkerton line of CP Rail formerly existed. The wye terminates at the west side of Highway 6, just to the south of Durham. It can be best located by following the rail line running through Durham. Rail, some double track, exists from the functioning Durham Crushed Stone Plant to the CP Rail line. A switch stand at the double track portion is operable but the switch and the stand at the CP Rail line has been removed.

The cement plant functioned for only a short time. Freezing of the wet marl hampered the operation. The marl was inconsistent in quality and restricted in quantity. Some marl was acquired from lakes near Hanover. The in-plant generation of electricity was costly: coal, also used in the manufacture of cement, had to be secured from Pennsylvania. The locomotive on the Durham Switch line was described as "a gem of a green and brass locomotive under the care of Whitechurch and Hildebrand".

Other evidence of the plant's operation exists. A high chimney has been demolished but its base stands. A concrete pylon, part of the elevated rail delivery system, is intact and the bases of other pylons exist. The chemical laboratory is now a home, the coal storage facility remains, and the former machine shop is used by the Grey County Roads Department. The bodies of two boxcars, around 1930 vintage, used for storage, are located on the premises of a store fixture manufacturing company on the east side of Highway 6 near the north end of Durham. The bodies of three others are situated on a farm on the east side of Highway 6, just north of Varney.

Notes



BY BRIAN C. NICKLE **VIA Rail**

- On December 18, 1981, a VIA Rail Edmonton-Calgary Dayliner was in collision with a loaded transport truck of cement 34 miles north of Calgary. The 14 passengers on board were taken to hospital, but fortunately they were just shaken up and were subsequently released after a brief period of observation. The Dayliner, RDC-1 6124, was severely damaged over the front 10 feet of the car, but remained on the rails.
- In mid-December, 1981, three Canadian National MLW S4's, 8030, 8067 and 8178, were observed stored unserviceable and cannibalized in the area of the car repair yard between Egerton and Rectory Streets in London, Ontario.
- On December 16, 1981, the CN Durham Spur was closed to train operations for the duration of the winter season. Later in December, the Kincardine Subdivision was also closed for the winter.
- Christmas Eve travellers and train observers along the Toronto-Guelph-London route were treated to some variations from the normal RDC assignments as conventional equipment and even GO Transit trainsets were used to handle the large holiday crowds. For example, Toronto-London No. 661 operated with FP9 6507, three coaches, and buffet-club-lounge No. 576, the ONTARIO. This equipment returned to Toronto from London as No. 666 after a brief layover. Toronto-London Train No. 663 (returning as No. 668) operated with CN RS18 3110, Tempo RS18 3153, a steam generator, baggage car, and five coaches. A GO Transit trainset with locomotive 514 and APCU 901 subbed for the RDC's on Toronto-London Train No. 665, returning as No. 670 late in the evening.
- January 1, 1982 saw conventional equipment subbing for the usual RDC assignments on the Toronto-Guelph-London route again. Of interest among these conventional consists was London-Toronto Train No. 664, which operated on New Year's Day with CN GP40-2W 9567, steam generator 15456 and four coaches.
- The New Year started off on the wrong foot as far as VIA operations along the Toronto-Guelph-London route were concerned. On January 2nd, Toronto-London Train No. 667, with FP9 6539 and five coaches subbing for the usual Budds, derailed in the passing siding at Acton while meeting opposite running Train No. 668. The lead truck of the FP9 went on the ground, and buses were ordered to forward the passengers. CN work crews rerailed the unit later that evening, and the train continued on to London running over four hours late. On January 3rd Train No. 667 was delayed right in Toronto Union Station because of motive power problems and ended up running one hour and 40 minutes late that evening. On January 4th, London-Toronto Train No. 668 collided with an automobile at New Hamburg. Unfortunately, the driver of the car was killed, and the collision damaged the front of the locomotive, CN RS18 3103, which was unable to continue on to Toronto. No. 668's train and passengers waited at New Hamburg until CN GP9 4587 could be brought over from Kitchener. Then the damaged RS18 was set out at New Hamburg and the borrowed Geep powered the train to Toronto, leaving Kitchener over four hours late. As a result, Train No. 670 was delayed waiting for No. 668 to clear and wound up running one hour and 17 minutes late out of Stratford. Two westbound VIA trains were also delayed because of this accident; Toronto-London Train No. 665 was one hour, 14 minutes late into Stratford and No. 667 was 53 minutes late arriving at Stratford.
- GO Transit equipment was used on the following VIA trains on the Toronto-Windsor route on January 3, 1982: No. 71, No. 73, No. 76, and No. 78.

- On November 17, 1981, the Railway Transport Committee of the Canadian Transport Commission issued order R-32964, which granted authority to Canadian National to remove the agents at Armstrong, Nakina, Brent, Folyet, Gravenhurst, Huntsville, Longlac, Parry Sound, South River and Sudbury Junction. Also under this order, the stations at Brent, Burwash, Field, Parry Sound and Sudbury Junction will be removed. In addition, CN will be required to erect passenger shelters at Caramat, Hillsport and Gogama, while maintaining the station buildings for the use of passengers at Folyet, Gravenhurst, Nakina and South River. All of the above are in CN's Northern Ontario Division.
- On December 31, 1981, the Canadian Transport Commission, Western Division, granted Canadian National authority to remove the agents and station buildings at Cudworth, Porcupine Plain, St. Walburg, Tisdale, Turtleford, and Wakaw, all in the Province of Saskatchewan.
- Overcrowding on VIA Rail trains has been getting a good measure of attention in the media recently. Several examples which have been made public include (1) leaving 80 passengers stranded in Ottawa one day close to Christmas when VIA failed to add equipment to the Ottawa-Sudbury RDC schedule which is assigned one Budd; (2) filling Sarnia-Toronto Train No. 86 to capacity in Sarnia on December 28, 1981, including some 20 standees, and then having to order buses for the passengers wishing to board at London; (3) several complaints of overcrowding on the Montreal-Toronto route. Question: Where did all of the equipment from the November 15th VIA cutbacks go? One would think if VIA Rail officials were serious about attracting new riders to the trains that they would at least make an effort to ensure that adequate equipment was assigned to the busier corridor schedules to avoid making passengers stand in the aisle of a coach, or even worse, making passengers who desire to travel by train take buses chartered by VIA and end up arriving an hour or more late at their destination! People who respond to VIA's "Take It Easy, Take The Train" advertisements and then are made to stand up in a crowded coach or to wait for a bus will no doubt be discouraged from taking the train again.

--On Christmas Day VIA Rail Train No. 665 departing westbound and Train No. 670 arriving eastbound, as observed at Toronto Union Station, were equipped with a GO Transit GP40-2(W), five bilevel cars and a 900 series APCU.

--Paul Tatham

TORONTO TRANSIT COMMISSION



news

- Toronto City Council has requested the TTC to consider splitting the heavily used 501 (Queen) carline into two routes in an effort to combat the effects of service delays on the 10-mile route. While the Commission has not responded definitively to the proposal, it has indicated that an estimated 4000 passengers daily use the Queen service on a crosstown basis through the downtown area and would be inconvenienced by any such split in the route. If the service was divided, in whole or in part, the east end cars would presumably turn back at McCaul Loop, while the west end cars would loop via Church, Richmond and Victoria.
- Toronto Council has also decided to request the TTC to consider certain west end reroutings which would have implications for trolley coach operation. One of these requests concerns a rush hours only extension of certain runs on the 89-Weston route southerly via Parkside Drive to the Queensway, connecting with the Queen carline. As the erection of overhead would not seem likely for this fairly lengthy extension which would be confined to peak hour service, this change, if it occurred, would probably involve partial dieselization of the Weston t.c. route. A further request is to look at a substantial rerouting of the inner end of the 18-Caledonia bus route, under which it would operate from Davenport Road via Lansdowne, Lappin, Hallam, Dovercourt and Bloor to Ossington Station. The significance to the TTC's trolley coach expansion program would be that the Caledonia routing change would be in lieu of the westerly extension of the Wellesley route (see Newsletter 384, Page 12), leading to more ready acceptance by the City of the conversion of the latter route to t.c. operation. (The vacated section of the present Caledonia route, incidentally, would be served, under the City proposal, by a lengthy extension of the Spadina North bus route--one of the TTC candidates for t.c. conversion--along Davenport Road to Lansdowne and by a new Christie bus operating between Christie and St. Clair West Stations).
- A TTC report has recommended that further study of the waterfront ICTS line promoted by the Province of Ontario (see Newsletter 383, Page 14) be delayed until a larger study by TTC and Metropolitan Toronto planners on rapid transit priorities over the next 10 years is completed. The report warns that the waterfront line will divert funds away from higher priority rapid transit projects elsewhere in the Toronto area. The larger study of Metropolitan rapid transit needs is expected to be completed later this year. The TTC feels that the waterfront line would make sense only if it was greatly extended to the north-west and the north-east (up the Don Valley) into suburban areas; Commission officials further state that the limited Union Station--CNE link would only serve to increase the overcrowding situation on the Yonge-University-Spadina subway line, a matter which already is of growing concern.

- Part of the TTC's recently retired 1924 vintage Hillcrest Shops transfer table lives on. The Ontario Electric Railway Historical Association has purchased the GE 67 traction motor which powered the table, along with the wheel sets upon which it ran and the two controllers (one for each direction). The motor will be a spare for single truck open car 327 (the 1934-built replica of Toronto Railway Co. 327), and the wheel sets will act as spares for Small Witts 2786 and 2890 and double end lightweight (North Yonge Rys.) 416. The controllers will be cannibalized for parts as they are single motor controllers only. --Ron Cooper
- The TTC's 196 CLRVS are being retrofitted with openable windows, as a result of passenger complaints about excessive heat and lack of ventilation within the cars during warm weather. The sealed windows are being replaced with fixtures having two horizontally-opening sashes, about one foot in height, on the lower portion of the window. The first CLRVS to emerge with the new windows was 4016, on November 24, 1981. A year earlier, 4022 and 4040 had been fitted out with the openable windows on an experimental basis. The conversion work is being carried out at St. Clair Carhouse by the Urban Transportation Development Corporation. To date, some 85 cars have been completed, so it seems likely that by this summer all CLRVS riders will be able to enjoy fresh breezes as the new cars travel about on their appointed rounds.
- As part of the Commission's continuing program to refurbish stations on the original Yonge subway line, a contract was awarded on January 12th to Dineen Construction Ltd. for \$3,369,000 for the upgrading of Davisville Station. This contract involves the relocation of the subway collector's booth from street level to an enlarged mezzanine area, the resurfacing of the station walls with ceramic tiles, and the installation of three escalators--one to each of the train platforms and a third escalator between the street and mezzanine levels. The project is scheduled to take approximately two years. Included in the contract is the replacement of one of the original Peele escalators at St. Clair Station.
- The 1982 surface trackwork program, which may be subject to some change, includes the following double track tangent sections and intersection specialwork:

<u>1. Tangent track:</u>	<u>Street</u>	<u>Between</u>	<u>Scheduled Commencement</u>
	Gerrard St. E.	Marjory to Leslie	Mid-April
	Gerrard St. E.	Pape to Marjory	Mid-May
	Lake Shore Blvd.	Albert to Humber Loop	Mid-April
	King St. E.	Jarvis to Sherbourne	Late Sept.
	Howard Park Ave.	Dundas to Roncesvalles	Mid-June
	Queen St. E. & W.	Church to Bay	Mid-July
	College St.	McCaul to Spadina	Early Sept.
	King St. W.	Bay to University	Early Sept.

<u>2. Intersections:</u>	<u>Location</u>	<u>Scheduled Commencement</u>
	Gerrard & Broadview	May 1
	Dundas & College	Sept. 5
	Queen & Spadina	Mid-March
	Dundas & Broadview	Mid-Aug.
	Dundas & Howard Park	Mid-July

<u>3. Other:</u>	<u>Location</u>	<u>Scheduled Commencement</u>
	Exhibition Loop (Including installation of partial fifth track, scissors cross-over, signal system and partial track relocation in connection with new north side entrance area)	Late May
	Leads to Roncesvalles Carhouse Yard on the Queensway	Late Mar.

• **EQUIPMENT NOTES**--CLRVS 4065, damaged in the three-car accident at Howard Park and Roncesvalles Avenues, is in storage at St. Clair Carhouse awaiting movement to Hillcrest for an assessment of required repairs...H5 subway car 5755 was severely damaged on New Year's Eve when, in the consist of a train leaving service at Greenwood wye, it split a facing switch and slammed broadside into the subway structure between the diverging tracks. The car is in Greenwood Shop awaiting a decision whether to scrap or rebuild...On the same evening there was an end-on collision between an H1 train and an H5 train at Wilson Yard, resulting in damage to all 12 cars, although this consisted mostly of sheared-off couplers...H1 5479, heavily reconstructed after the 1979 accident at Davisville Yard, has been returned to service...Subway cars 5429 and 5430 are to be equipped with an audio/visual station announcement system as an aid to blind and deaf passengers. The signs and a voice recording will be activated by coils mounted at trackside. The signs will be placed in a back to back arrangement at the centre of one car, while in the other they will be mounted at the car ends...The Equipment Dept. has been ordered to equip the entire subway car fleet with what have heretofore been referred to as ditch lights, although the official TTC term, peculiarly enough in view of their placement, is "headlights". The lights are to be installed for the purpose of warning track workers of the approach of a train, and represent the implementation of a recommendation of a coroner's jury. Several cars have been carrying the lights on an experimental basis for quite some period of time.

--Quebec North Shore & Labrador Ry. GP9's 133, 147, 157, 167, and 169 are presently stored at CP Rail's John St. Engine Terminal, Toronto. The units were bought from the QNS&L by the Urban Transportation Development Corporation for use on the proposed commuter train service over the CPR from Vancouver to Coquitlam. However, the likelihood of this service being launched in the near future has dimmed, as Vancouver's Urban Transportation Authority has been unable to negotiate a satisfactory operating agreement with CP Rail. UTA had intended to buy surplus GO Transit single level coaches for the service.



MORE ON THE MONTREAL COMMUTER SERVICE ABANDONMENT THREAT--CP has posted notices, dated December 1, 1981, warning passengers of its plan to eliminate the Montreal-Vaudreuil-Rigaud commuter service. The notice says that the railway is "still ready to negotiate around-the-clock to reach an operating agreement with MUCTC but that it must have a contract which, among other things, eliminates the financial losses before it would consider withdrawing from the announced two-stage phaseout of the commuter operation. The posted schedule (weekdays only), to have become effective on February 1st, is as follows:

Inbound to Montreal

Train	Departure (Rigaud)	Departure (Vaudreuil)	Arrival
242	-	0645	0745
244	-	0700	0800
272	0645	0715	0815
246	-	0725	0830

Outbound from Montreal

Train	Departure	Arrival (Vaudreuil)	Arrival (Rigaud)
271	1630	1730	-
245	1650	1750	-
273	1715	1815	1845
247	1720	1825	-

A detailed schedule was expected to have been issued early in 1982.

--Sanborn S. Worthen



NOTES

• VIA President Frank Roberts' year end message to employees contained a number of significant passages related to the unfortunate events of 1981, as follows: "We've had to face several major service reductions that have resulted in layoffs for some, displacement for others, and confusion over the future for all"---"Whether or not we like the onerous choice imposed upon us, it is something we have to live with. And I think that, in the long run, the corporation is going to come out much stronger because of the experience"---"The circumstances surrounding the service cuts have driven home the need for careful planning in every part of the organization to ensure that a similar situation does not arise in the future. As I have said publicly, I shall personally fight any more service curtailments should the government decide to make any further significant changes"---"The problems we have experienced during the last few months are in no way a reflection on our long list of achievements over the past four years".

• VIA Rail has carried out a study of improvements at Montreal's Central Station including electronic track indicator boards controlled from the information desk and improvements to the platform gates and to the arrival and departure indicators. Also suggested is painting of the platforms to give them a better appearance. Whether or not the improvements will be carried out depends upon negotiations with CN, which still owns the station.

• LRC trainsets appeared for the first time at GO Transit's Willowbrook Yard on or about January 7th, with a five-car set powered by locomotives 6902 and 6904 the first to be seen. A second trainset, with 6909 at the west end, was observed several days later (east end unit number not recorded). Unit 6908, facing west, has also been seen at the yard, detached from its trainset. GO Transit has won the contract for servicing the LRC's at Toronto, presumably because of various technological similarities between the trains and GO Transit equipment. The trainsets, nevertheless, are said to have again been withdrawn from service pending the completion of a list of some 300 modifications.

--Jack Bost

• VIA plans to reintroduce the multi-lift ticket form during the coming spring in order to secure better information on passenger carryings. Up to four legs of one trip can be put on one ticket under the multi-lift format.

• Consideration has been given to the ultimate replacement of equipment used on THE CANADIAN with double deck (Amtrak configuration) or bilevel (GO Transit configuration) rolling stock. Coaches, sleeping cars and "meal cars" would all be constructed to a two-level design, with coaches seating between 80 and 100 passengers. Sleeping cars would accommodate between 44 and 48 beds, twice the capacity of present cars, and may be equipped with showers. The dining or "meal" cars would be in three sections: (1) food preparation--take-out snack service; (2) conventional sit-down dining; and (3) bar-lounge area. A further innovation being considered for introduction at the time of re-equipping the train, presumably in certain coaches, would be a children's play area and space for passengers to view movies. Another change would be the use of electric heating in place of steam heat. Double deck equipment would, of course, mean shorter trains, resulting in shorter servicing stops, lower operating costs and, presumably, less walking for passengers at stations.

THE EDITOR'S FACE IS AS RED AS A "STOP AND STAY" SIGNAL--How many members can identify the cardinal (and yet somewhat camouflaged) error in the January issue? Those who phone or write the Editor with the imperfection correctly identified will receive no prizes, no notoriety, just the satisfaction derived from the possession of a pair of sharp eyes. For those who may remain sleepless with mystification, Page 5 of the March issue will reveal all.

• Work on the Urban Transportation Development Corporation's prototype articulated CLRV has proceeded to the point where the two body sections have been joined together and the car is ready to be placed on its trucks. However, this has been held up due to a strike at WABCO (Westinghouse Air Brake Co.), suppliers of the car's braking system components. This strike was settled by the end of January, so it is expected that the car can be completed and ready to run by early April. Assembly of the 75-foot long articulated CLRV is taking place in UTDC's Test and Maintenance Facility Building at their Kingston property. The work is being carried out by UTDC personnel; the body sections were built by Hawker-Siddeley, who constructed 190 single unit CLRV's for the TTC during 1978-81. The 0.9 mile LRV test track at the Kingston location is almost completed except for the stringing of overhead. The articulated CLRV will be painted in UTDC colours.

--Based on information from UTDC



UCRS and other events and activities

by Ed Campbell

--All members who can should be sure to attend the UCRS Annual Meeting, which will be held on Friday, February 19, 1982 in the auditorium of the Education Centre Building (6th floor) at the corner of College and McCaul Streets, Toronto, at 8 p.m. sharp. The Nominating Committee consists of John Thompson, Chairman, and Jack Bost, John Laraway, George Meek and Peter Oehm. Nominations for the post of Director of the Society may be sent to the Chairman at 19 Glencrest Blvd., Toronto M4B 1L2, telephone 759-1803. The Directors are of course, a very important segment of the Society and, as they chart the direction of its activities, very special thought should be given when making a nomination. Nominations may also be made from the floor at the meeting, but do not forget that only members in good standing may vote.

--Lloyd Baxter is retiring as President and wishes to thank all of the Directors, the Program Committee and the Newsletter Editor for their help during his term of office; he extends good wishes to the new President and Directors.

--Saturday, Feb. 20: The Buffalo Chapter, NRHS, invites UCRS members to join them on an outing on regularly scheduled VIA trains from Toronto to London & return. Lv. Toronto Union Station 1100 on Train 663, operating via Stratford, arrive London 1355. Lv. London 1450 on Train 76, via Dundas, arr. Toronto 1700. Interested members should buy a round trip ticket (\$16) in advance at the VIA ticket counter at Union Station, then meet the NRHS group at the train gate at about 1030. If you have any questions, call John Thompson, 759-1803.

--Friday, Feb. 26: --The regular monthly meeting of the UCRS Hamilton Chapter will be held in the CN Hamilton Station at 8 p.m. Featured will be members' slides. All members always welcome.

--Sunday, Feb. 28: Scarborough Model Railroad Club will be holding "open house" at 17 Jeavons Ave. (first street east of Birchmount Rd., between Danforth Rd. and CN Kingston Sub.) from 12 noon until 5 p.m. There will be an admission charge.

--Saturday, Mar. 6 & Sunday, Mar. 7: The Toronto Model Railway Show in the Queen Elizabeth Building in the Canadian National Exhibition grounds (this show formerly held at Harbourfront). The Society will have a booth there and Jim Walther would be glad of assistance. You can call him at (416) 294-2737.

--Friday, Mar. 19: Regular UCRS Toronto meeting at 8 p.m. at the Education Centre, College and McCaul Sts. Doors open at 7 p.m. for the "informal get together" portion of meeting. As always, interesting entertainment will be provided.

--Friday, Mar. 19 to Sunday, Mar. 28: Canadian National Sportsmens' Show at C.N.E. Coliseum. The UCRS will as usual have a booth there. Jim Walther needs staff to assist at the booth and to help to erect and to dismantle the display. George Meek is arranging the schedules for the booth staff. Please call him at (416) 532-5617 if you can help. This is an important Society activity, and everybody who can should lend assistance.

--Friday, Mar. 26: Regular Hamilton Chapter meeting at 8 p.m. in the CN Hamilton Station.

--Saturday, Mar. 27 and Sunday, Mar. 28: Lindsay Model Railroad Show in the Armouries on Kent St. West in Lindsay. The Society will have a booth there.

PUBLICATIONS--Canadian Pacific Diesel Locomotives is now available by mail at \$29.95 less 15% to 1982 UCRS members (equal to \$25.46). Also available are Volumes 6 and 7 of CP in the Rockies, Volume 2 of CN in the West and The Northern Alberta Railways, at \$5.00 each less 15% postpaid to members.

Send your orders to Upper Canada Railway Society Sales Department, P.O. Box 122, Station A, Toronto, Ont. M5W 1A2.

The sales outlet at the CN St. Clair Ave. Station in Toronto will be open on Thursday, Feb. 25 from 7:30 p.m. to 9:30 p.m. Please note that the members' discount has been increased from 10% to 15%.

• Calgary Transit has ordered an additional three Siemens-DuWag LRV's, as part of a joint order with Edmonton Transit, to handle the growth in ridership on the South LRT Line. The cost per vehicle is \$1.2 million. Also, Calgary will be ordering another 35 DuWag LRV's for the planned Northeast LRT Line. The cars in both orders will be similar to the existing cars. The price was negotiated with the builder without the calling of tenders in the traditional manner. By piggybacking the order onto the 20 car Edmonton order, Calgary will save \$1.2 million (\$35,000 per car). Nevertheless, City Council found itself criticized for not going to public tender; a Bombardier representative maintained that his company could have outbid DuWag in a fair competition. The Quebec builder would have supplied the Belgian BN design articulated car as to be constructed for Portland, Oregon (see December 1981 Newsletter). In the face of this controversy, Mayor Ralph Klein has instructed the transit commissioners to prepare a set of guidelines for future tendering. However, one can understand Calgary's desire to standardize on the U2 car, with the advantage of stocking only one set of parts and tools, not to mention the less complex situation in the matter of employee training with one car type. And, as would be expected, Calgary and Edmonton have a mutual help agreement, under which parts, tools and expertise are shared.

• Bombardier Inc. Mass Transit Division is involved in a consortium, also including B.G. Checo Ltd. and BTM International, which has won a contract to engineer, equip and provide management services for a new \$300 million rubber tired subway system for Monterrey, Mexico. Bombardier would supply 200 cars, while Checo would provide electrical equipment. BTM's contribution would consist of the provision of management and engineering services.

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