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Railroad Historical Association
P.O. Box 22, Station B
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EDITOR: M. Peter Murphy

BUSINESS CAR: J. A. Beatty

OFFICIAL CARTOGRAPHER: William A.
Germaniuk

LAYOUT: Michel Paulet

CALGARY & SOUTH WESTERN

L. M. Unwin, Secretary
60-6100 4th Ave. NE
Calgary, Alberta T2A 5Z8

OTTAWA

D. E. Stoltz, Secretary
P. O. Box 141, Station A, Ottawa,
Ontario K1N 8V1

PACIFIC COAST

R. Keillor, Secretary
P. O. Box 1006, Station A, Vancouver
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ROCKY MOUNTAIN

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TORONTO & YORK DIVISION

J. C. Kyle, Secretary
P. O. Box 5849, Terminal A, Toronto
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NIAGARA DIVISION

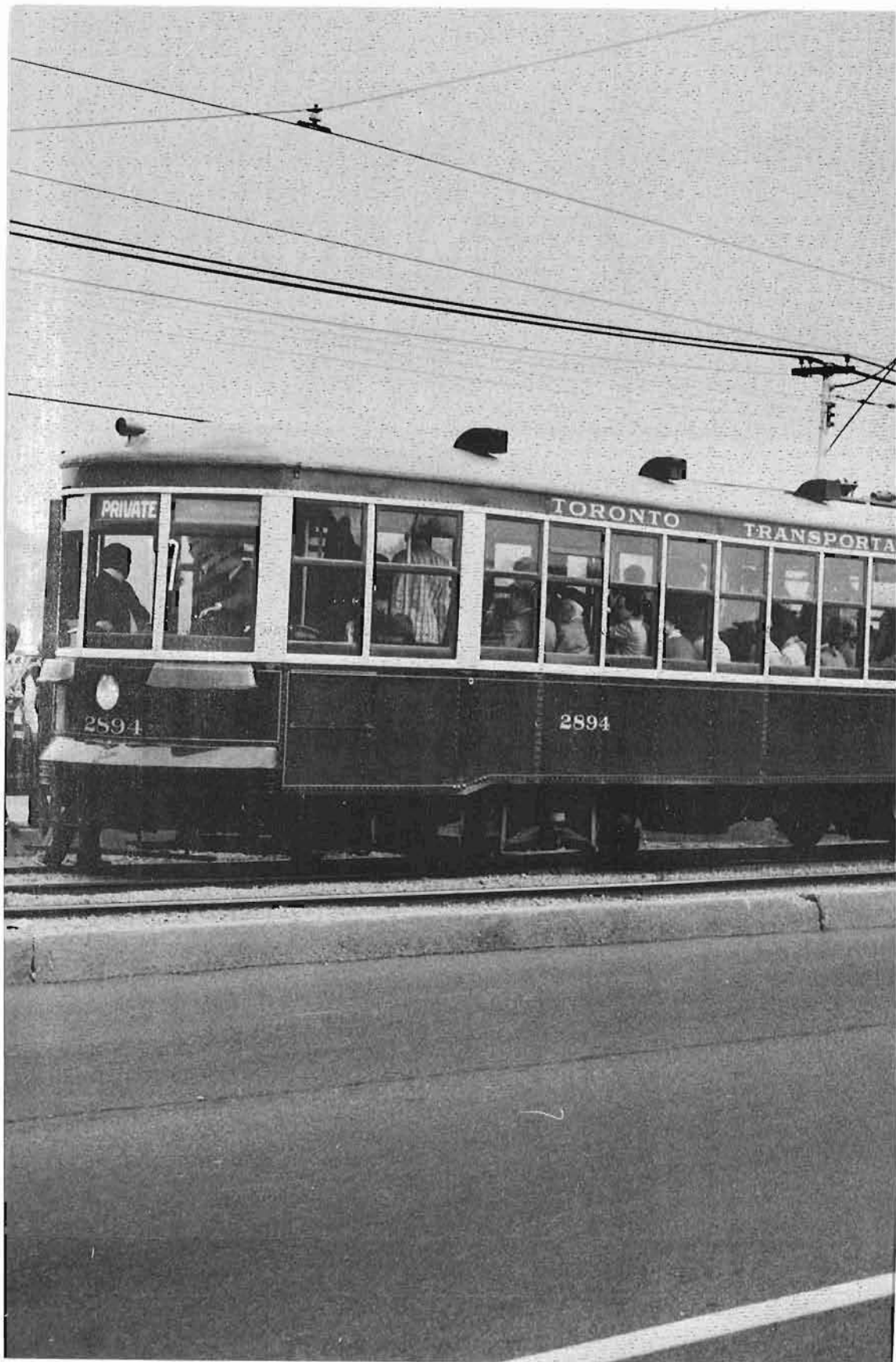
Peter Warwick, Secretary
P.O. Box 593
St. Catharines, Ontario
L2R 6W8

Cover:

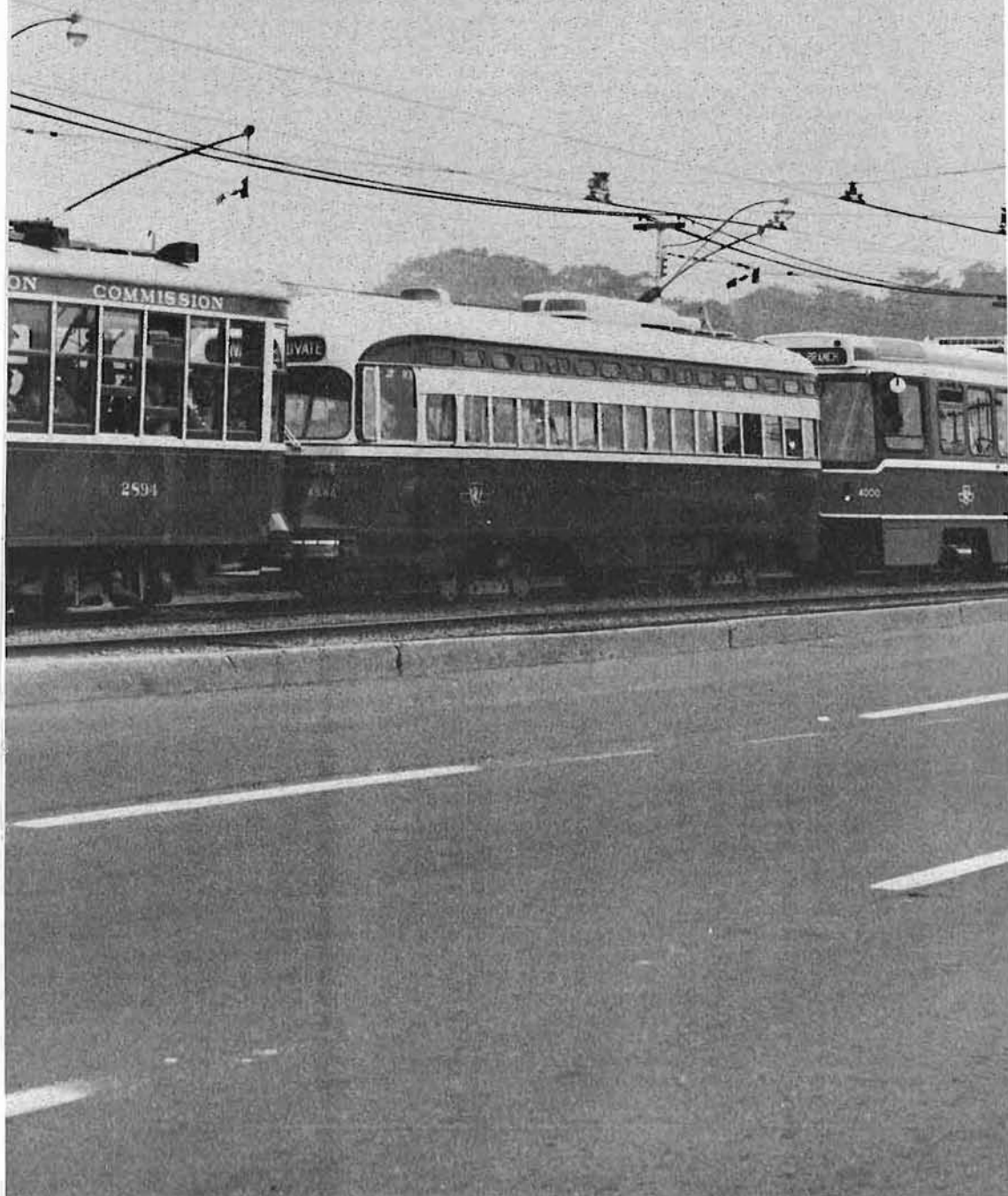
Light Rail Vehicle (LRV) No. 4019 of the Toronto Transit Commission is pictured outbound on Lakeshore Road in Mimico on October 1, 1979. Ted Wickson took this photo during the first week of regular service for Canada's newest streetcars.

Opposite:

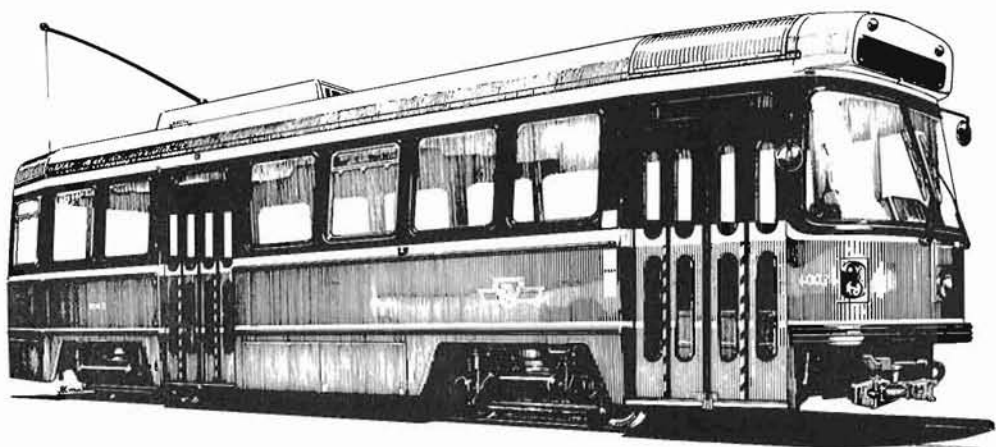
Hundreds of onlookers are crowded at the ribbon cutting ceremony at the Humber Loop for the introduction into regular service of the TTC's new LRVs. The date was September 29, 1979 and Ted Wickson took the picture.



Following the CLRV unveiling ceremony at Roncesvalles Carhouse three generations of TTC trolleys represented by Peter Witt 2894, PCC 4546 and LRV 4000 made a high speed run to Humber Loop. A photo stop was briefly made at the Queensway near High Park where this photo was taken by Ted Wickson.



TORONTO'S NEW LRV'S ENTER REVENUE SERVICE and other tid bits by Ted Wickson.



After months of delays, Toronto's new LRVs were finally introduced to the public on Saturday, September 29th. Brief ceremonies were held at Roncesvalles Carhouse (the present home for TTC's growing LRV fleet) and at Humber Loop. Forming a backdrop for the ceremonies were Peter Witt 2894, PCC 4546 and LRV 4000 - representing the three generations of streetcars in the Commission's 58-year history. Following appropriate remarks by TTC officials and other platform guests, about 400 members of the public and railfan community were invited to board the Witt, PCC of LRVs for a trip west to Humber Loop.

Except for a planned photo stop on The Queensway opposite Grenadier Pond, the procession of cars enjoyed non-stop travel to The Humber courtesy of motorcycle police who escorted the parade and 'protected' all intersections normally controlled by traffic lights. During this event, the regular QUEEN service was short-turned at Sunnyside Loop and a shuttle bus service was set up between The Humber and Roncesvalles. The Humber Loop property was a sea of people as onlookers crowded a ribbon cutting ceremony (The Mayor of Etobicoke doing the honours) which symbolized the introduction of LRV service on 507-LONG BRANCH. Again, the public was invited to ride a light rail vehicle on a token trip west to 18th St. Loop or return to Roncesvalles and downtown aboard the new cars.



Inside and out, photos of the first Canadian - built streetcar in nearly 30 years! Hawker-Siddeley L-2 class LRV No. 4010 was first of the production models delivered in late April, 1979. These photos of 4010 were taken inside the St. Clair Carhouse by Ted Wickson.

The following morning, September 30th, all service on LONG BRANCH was provided by four new LRVs running on a 12-minute headway. This route had been chosen because the necessary modifications had been made to the overhead section insulators, a maximum of only eight cars is required for rush hour service (14 LRVs had been accepted at the time) and the track and specialwork over the route is in good condition.

Public reaction to the new cars has been very favourable; however, the real test will occur in the warmer months next year when the forced air ventilation system proves itself. The ride quality of the CLRV is excellent--somewhat softer than that on the Boeing LRV. The air suspension truly gives one a floating sensation with accompanying slight pitching and rolling. Night photographers will be frustrated in their attempts to photograph stationary LRVs; the new cars tend to keep rocking long after coming to a stop.

The most serious problems with the CLRVs that have delayed their acceptance by TTC and subsequent entry to service have been in the propulsion system (Garrett "chopper") and in the trucks. In fact, in mid-1978 it seemed that for every retrofit completed a new problem cropped up. The six SIG-built prototype LRVs (nos. 4000-4005) underwent several thousand km of test operation over the streets of Toronto in 1978-79 and almost 200 retrofits, minor to major, were needed. Not all retrofits were incorporated into the new Hawker-Siddeley cars (the first car, No. 4010, arrived at Hillcrest Shop April 25/79) and much time consuming work had to be done on these Canadian-built cars by Toronto-based Hawker-Siddeley and Urban Transportation Development Corporation staff. With memories of the H-5 subway car order (also Garrett "choppers" and motors) still fresh in their minds, TTC Equipment Department staff were understandably reluctant to cut any corners in the CLRV acceptance procedure. Cars 4004 and 4005 were hurriedly given 'provisional' acceptance the last week in September, 1978 so that the TTC and UTDC could offer a short CLRV tour for visiting APTA delegates.

The only major visual difference between the SIG and Hawker-Siddeley cars is in the seating plan. The angled seating in the prototypes has been unpopular and the more traditional 2 and 1 transverse seating was specified for the Canadian-built series. By mid-October, 31 LRVs were on TTC property--only half of them accepted for service. Deliveries have been at the slow rate of about 1 car a week since the arrival of 4010 in April. Hawker-Siddeley hopes to speed up deliveries to four cars a week once the backlog of retrofitting early production cars at UTDC's St. Clair carhouse facility is completed. The 190-car Hawker-Siddeley order will likely be completed early in 1981.

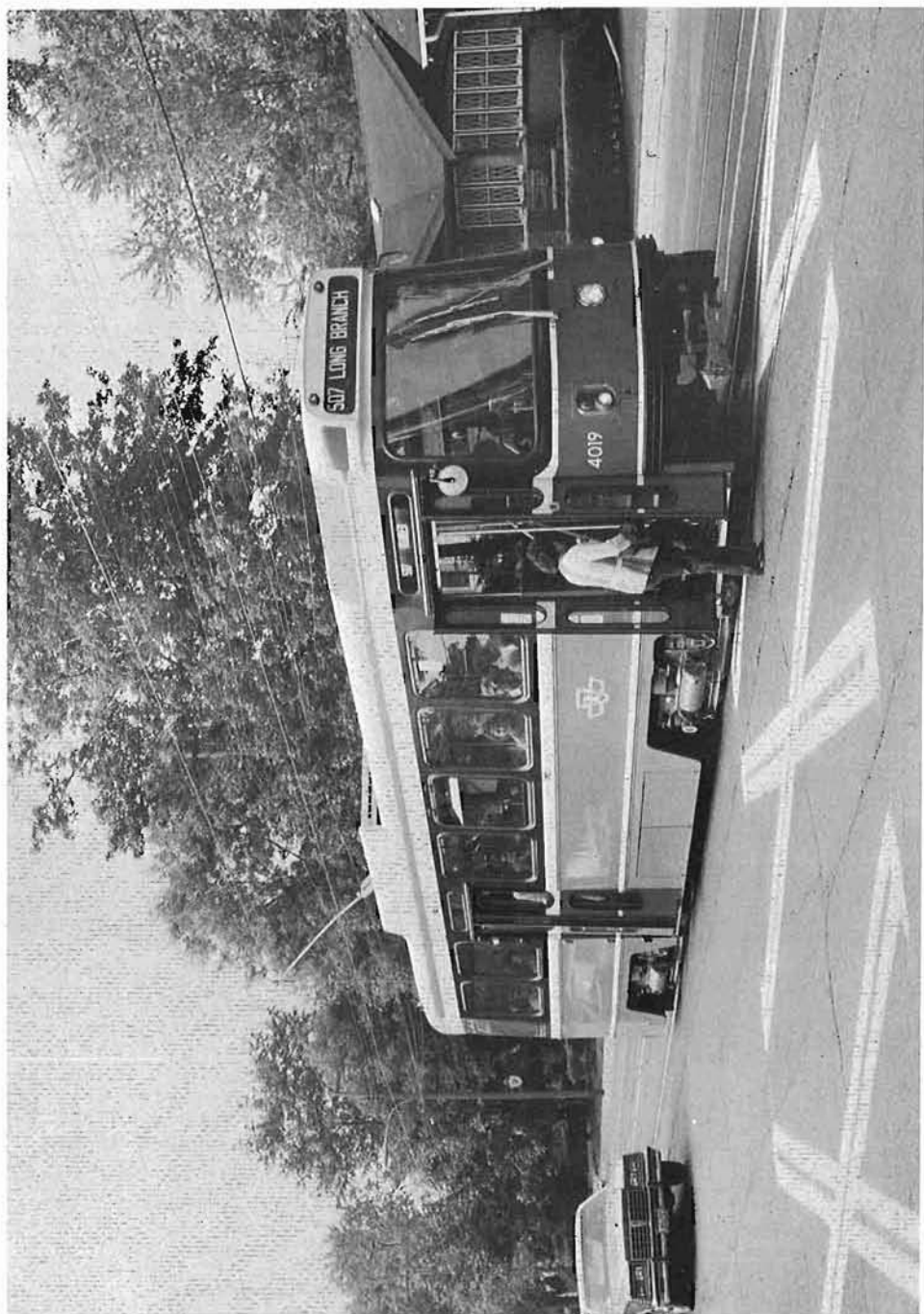
The busy BATHURST and ST. CLAIR routes will be the next to see LRV operation. Rather than being a wholesale conversion (as with LONG BRANCH), the LRVs will replace PCC runs as they become available. The new cars should begin appearing on the BATHURST line in November. The moratorium on LRV charters for enthusiasts is expected to be lifted by year's end.

The appearance of the LRVs on LONG BRANCH has marked another milestone in route identification--the use of route numbers. All the PCC route and destination blinds will be changed soon to reflect this new designation.

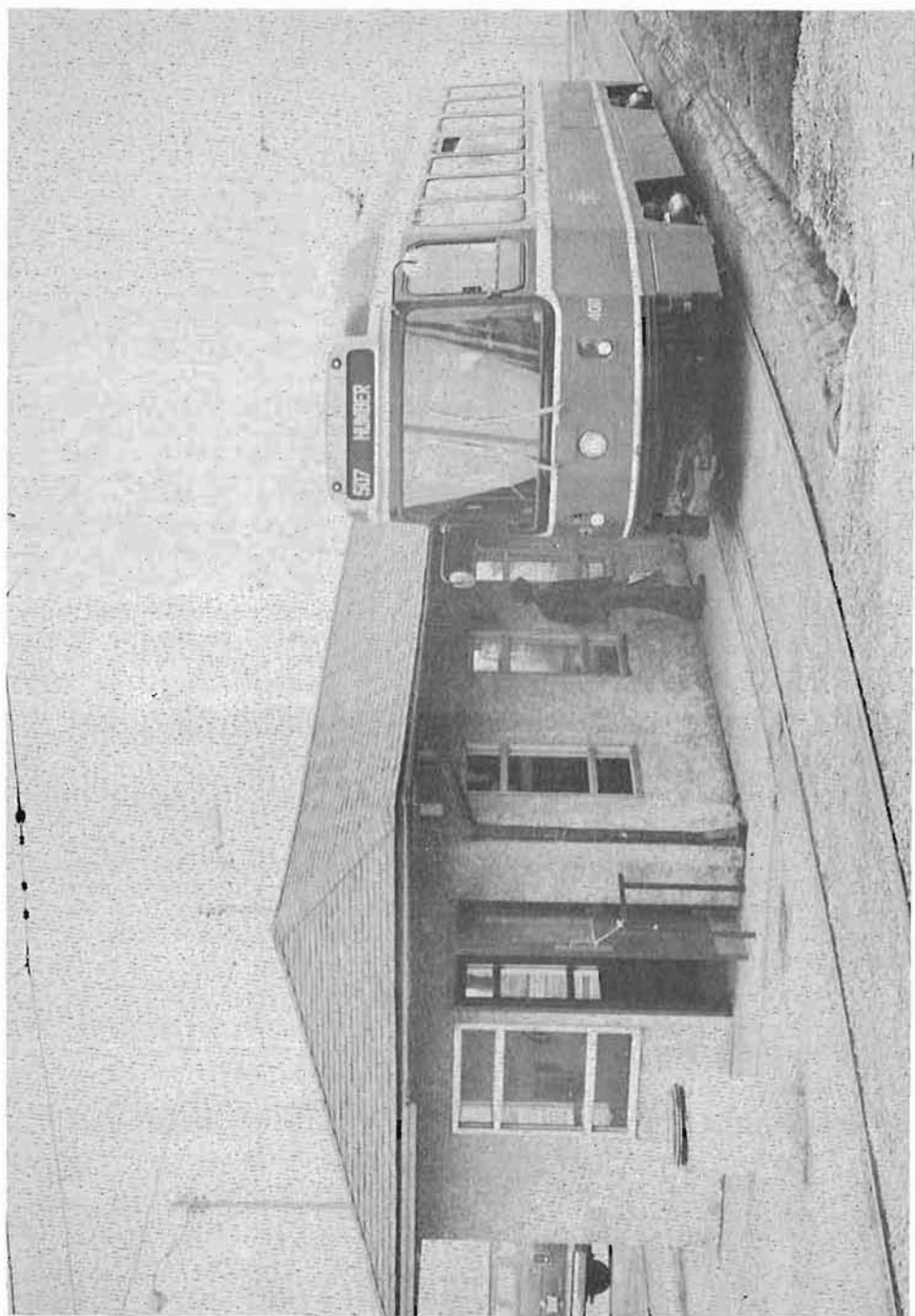


At its meeting of October 2nd, the Toronto Transit Commission approved placing ads in world trade magazines advertising the sale of up to 200 surplus PCC cars in 1980. The active PCC fleet now totals 335 of which 173 have been rebuilt. The present schedules call for a total of 231 streetcars in rush hour operation over all routes. The number of rebuilt PCCs remaining on roster in the 1980s will be determined by how many LRVs are to be reassigned to the Scarborough LRT Line and by the levels of ridership on the carlines in the years to come.





During the first week of service Ted caught 4019 inbound on Lakeshore Road in Mimico on the 507 Long Branch route.



On a foggy Sunday morning, the first day of regular LRV service TTC 4011 lays over on the Long Branch Loop. The date was September 30, Ted Wickson took the photo.

CANADIAN ARTICULATED LIGHT RAIL VEHICLE (ALRV) TO BE A REALITY

At the opening ceremonies of the Urban Transportation Development Corporation's Test Centre at Kingston (230 km east of Toronto) in September of 1978, it was announced that the Provinces of Ontario and Quebec would undertake "the design, construction and testing of at least one prototype articulated light rail vehicle...". On May 28, 1979, the two governments signed an agreement under which the UTDC would design the prototype and Bombardier/MLW of Montreal would manufacture it. The 6-axle, 75' car will be a derivative of the Canadian Light Rail Vehicle (CLRVR). Of the \$4.4-million estimated cost of development, the Ontario Government would pay about \$2.4-million directly and about \$1.4-million through the provincially-owned UTDC. The Quebec Government would pay about \$600,000.

Delivery of the ALRV had been expected by October of 1980 but the project has been delayed by problems in the design of the articulation unit (similar problems led to the cancellation of the contract with SIG to build the original ALRV) and the fact that key staff were temporarily assigned to the CLRVR program to ensure the smooth introduction of the new cars by the TTC in late September. UTDC now gives March of 1981 as the completion date for the prototype articulated LRV.

As of mid-October, no major sub-contracts had been awarded and it still remains unclear where the demonstration of the ALRV will take place. Funding for the proposed 7km light rail test track at Kingston has not materialized. Should the track be built, the car would be built to standard gauge; if not, the car would be built to TTC gauge and some arrangement would be made with the TTC to store and demonstrate it in Toronto.

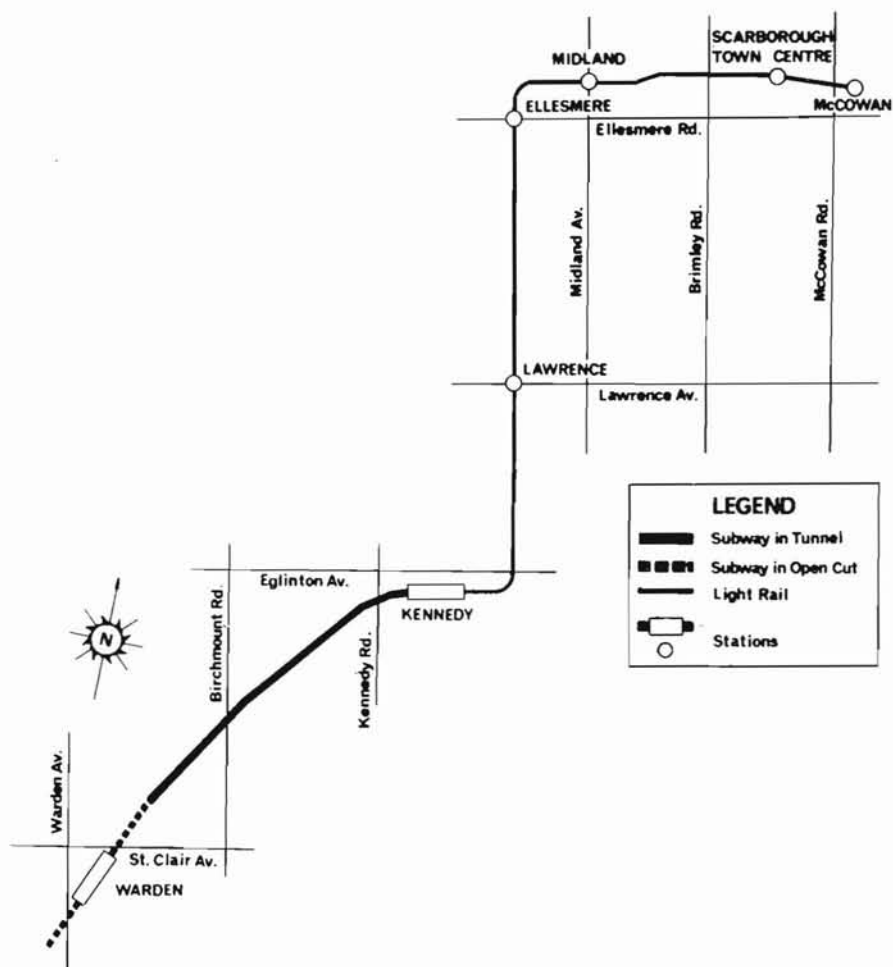
UTDC hopes that sales prospects for their 6-axle articulated car will not be as bleak as their experience with the 4-axle CLRVR. Years ago, the TTC ruled out an articulated car for three basic reasons: 1. An articulated car could not be accommodated in its major shop facility - Hillcrest. 2. Dwell times at stops would increase, especially with wider headways, with an ALRV. 3. The safe use of the rear door on such a car could not be properly monitored by the motorman.

Other properties probably wouldn't share TTC's objections to the ALRV. All other features aside, UTDC expects the main selling point to be the vehicle's better crew to passenger ratio.

SCARBOROUGH LRT LINE: FINAL DECISIONS AND START OF CONSTRUCTION

The first contract on the \$97-million, 7km Scarborough Light Rail Line was recently awarded. Work involves construction of the LRT ramps to the loading platform at Kennedy Subway Terminal.

With the Toronto Transit Commission's decision on June 26th to reject accessibility for the handicapped (at a saving of \$2.2-million), final design work is now being done on the line's 8 stations. The target opening date is August, 1982.



A 9km extension of the Scarborough LRT Line north-east from the Town Centre to the Malvern Town site (in extreme north-east Scarborough) is a closer step to reality. In June, the Metropolitan Toronto Planning Board approved "protecting the option" of such an extension. Over the heated objections of Toronto Mayor John Sewell, a decision was made to preserve lands required for the right-of-way in case the line becomes necessary in the future. Mayor Sewell favoured the use of existing streets if such a line were to be built. The extension, if built today in the selected corridor, would cost about \$12.7-million. The line would have nine stations and more than 70% of the R/Way would be at grade. The TTC is confident that Metro Council will eventually approve the extension. With this in mind, a shop and carhouse facility for the Scarborough LRVs is now planned adjacent to the terminal station at Malvern. Servicing of the LRVs during operation of the first stage of the line -Kennedy to Town Centre- should not present a serious problem. A temporary yard and carhouse north of Lawrence Avenue will provide storage and light running maintenance. Should major work be required, trucks and/or motors could be removed and transported to Hillcrest or Greenwood where proper facilities exist.

In September, Metro Council quietly voted to abandon "Metroplan" as the official plan. The City (former Borough) of North York had raised the loudest objections to the plan since the first draft was released early in 1978. Most politicians were simply in favour of using the document as a guideline for future growth and development. The transportation package envisaged in "Metroplan 2001" may not come to be. In particular, the proposed LRT network that was to have followed on the heels of the model Scarborough Line(s) will probably be subject to much scrutiny. Metropolitan Toronto's population peaked at about 2.15 million two years ago and is now in decline. Today, only the booming Borough of Scarborough is registering population growth - a factor which should ensure the completion of the entire LRT line serving that borough.

SPADINA STREETCARS?

In 1975, the TTC studied the possibility of restoring streetcar operation on Spadina Avenue from Bloor to Front Street. Public meetings were held and there was a general feeling that local residents welcomed the idea. However, the limited number of possible sites for the southern terminus met with such opposition that the whole matter was finally shelved. The Commission suggested that the question not be brought up again until after the Spadina Subway line opened (January, 1978) when ridership on the SPADINA-77 diesel bus route could be re-assessed.

Late this year, the City Planning Board will unveil a new masterplan for the streetscape of Spadina Avenue. Among the concept's features to improve traffic flow and parking is the provision of a transit mall with streetcars. TTC reaction to the plan is expected to be favourable. Unlike the 1975 route, the new plan suggests that the line also serve Harbourfront Park on Toronto's waterfront. Streetcars would run south from Bloor (Spadina Station) to Lakeshore, east along Queen's Quay and north again to a loop in the vicinity of Union Station. Little or no opposition is expected from City Council or local residents. A TTC recommendation will come after a new feasibility study but hopefully in 1980 a decision will be made to go ahead with the plan.

EAST-WEST SUBWAY EXTENSIONS NEAR COMPLETION

The 2.5km, \$91-million eastern extension on the Bloor-Danforth Subway to Kennedy and Eglinton and the 1.5km, \$49-million western extension to Kipling are now both expected to open late in 1980. The east and west extensions had originally been scheduled to open in June and October of 1980. The delay is blamed on slow work being done on the signal contracts. All other contracts are on or ahead of schedule.

Kennedy Station, now virtually finished, was recently the subject of much attention in the Borough of Scarborough offices. In a classic example of putting the cart before the horse, Scarborough has now refused to issue a building permit for the structure claiming it has insufficient exits and lacks certain precautions in case of fire. No other stations on the subway system have been subject to local building permits. An accommodation, no doubt, will be worked out.

CANADIAN FIRMS VIE FOR BOSTON LRV ORDER

Following the departure of Boeing-Vertol from the car-building field and the abandonment of its contract to supply the MBTA with 175 light rail vehicles, transit officials in Boston have invited the UTDC and Bombardier-MLW (among others) to bid on 75 cars still needed to fill their requirements. Boeing will carry out retrofits to the existing fleet of its LRVs in Boston to ensure the 100 cars remain in service.

Early in 1980, before the winter snows have gone, UTDC will ship three CLRVs to Boston for demonstration purposes. Arrangements are now being made to borrow cars from TTCs active LRV fleet. Included in the multiple-unit trials will be the demonstration of a train comprising Boeing and UTDC cars (1). UTDC is anxious to get a foothold in the U.S. LRV market and is now worried by the U.S. Federal Buy America Act, an extension of the Transportation Act that requires 51% of the components be made in the U.S. Many of the parts and sub-systems of the CLRV are either manufactured in the U.S. or made under licence in Canada. The Boston order could be worth as much as \$32-million (about U.S. \$27.5 million) to the UTDC. As sales prospects south of the border look better, UTDC is pressing for funding of its off-again on-again LRT test track at Kingston.

Bombardier recently acquired the North American rights to manufacture and sell the PCC tramcar design of the Belgian firm, BN (formerly LaBrugeoise et Nivelles; now known as Spoorwegmaterieel en Metaalconstructies). One of the 8-axle articulated cars of BN manufacture will be loaned to Bombardier (in turn borrowed from the Brussels system) and will be brought to Boston to be demonstrated.

Last spring's agreement between Ontario and Quebec to develop an articulated light rail vehicle is now in question. UTDC was to have carried out design work and Bombardier was to have built the prototype unit. But the Quebec firm has since opted for the BN design, perhaps in anticipation of the sales opportunity in Boston. UTDC insists that the bi-lateral agreement between the two provinces is not dead; if so, another Quebec firm (Canadair?) would have to fill the void.

TTC TRACK REHABILITATION CONTINUES IN 1980

As part of its ongoing surface track maintenance program, the Toronto Transit Commission has budgeted \$1.9 million for trackwork in 1980. A summary of the work is as follows:

Tangent Track (total of 4.8 miles of double track) -
Bathurst Street (Dundas to Ulster); Lakeshore Rd. (26th to 2nd);
Church St. (Dundas to Gerrard); College Street (Clinton to Grace);
Gerrard St. (Broadview to Logan); King St. W. (Bathurst to Strachan);
Queen St. W. (John to Portland); Dufferin St. (King to Queen);
and the Queensway (Claude to Humer Loop - all PRW).

Intersections -

Queen/Bathurst; Dundas/Parliament; Dundas/McCaul; St. Clair/
Lansdowne; St. Clair/St. Clair Station entrance; and McCaul/
McCaul Loop entrance and exit.

Wherever possible, TTC track projects are scheduled to coincide with City Public Works or Metro Toronto Dept. of Roads paving projects. In these joint cases, the cost of excavating and repaving the track allowance is borne entirely by the appropriate municipality.

Another major track project announced recently but not expected to be underway until 1981 is the relocation of Keele Loop (western terminus of the ST. CLAIR carline). Work on the Highway 400 extension south to meet Weston Road near Rogers Road will require major improvements in the surface road system in the Weston Rd/Keele/St. Clair area. As a result, the new streetcar loop will be located at St. Clair and Maybank Avenue, about 1000' west of Keele. The Province will pay all costs associated with this TTC work.

MAJOR SHOP PLANNED FOR TTC

The Toronto Transit Commission plans to build a major new shop facility to handle work on all types of vehicles, sometime in the 1980s. Hillcrest, the Commission's major shop, is now 55 years old and has proved to be a very well designed complex. Millions of dollars have been spent in renovations (the latest, an LRV Stores section) over the years but overcrowding remains a problem. Parkdale Shop, the major bus and truck overhaul garage, has always been a 'makeshift' facility; before TTC occupied the building in 1947, it was the old Dominion Bridge steel fabrication shop. Two parcels of land are being considered: a site immediately west of the present Hillcrest Shop; and the old General Electric plant on Lansdowne Avenue north of Dupont. CP Rail's North Toronto subdivision serves both sites and street car access can be afforded with a minimum of new surface trackwork. The Commission's 5 year capital budget projections estimate land acquisition will cost \$3 million.

TTC SUBWAY USERS GET SMOOTHER QUIETER RIDE

A quieter and smoother ride is now being experienced by thousands of Torontonians who use the subway daily. And it is mainly due to the development of a unique electronic Vibration Monitor System (VMS) which instantaneously detects problems on the subway cars' steel wheels.

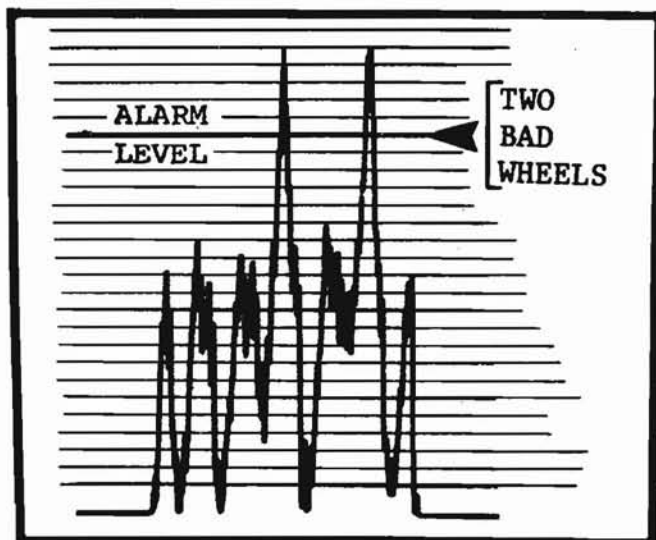
The system was developed over a five-year period by the Toronto Transit Commission working with Bruel & Kjaer Canada Ltd., specialists in vibration, sound and data analysis instrumentation. It uses standard B & K precision instruments to zero in on wheel problems causing excessive noise and vibration on the 29 to 43 subway trains operating on the Yonge-University-Spadina line.

Problems on the steel wheels such as flat spots, spalling and shelling are caused by such diverse troubles as wheel/rail sliding and wheel tread metal fatigue. They do not endanger the operation of the subway trains in any way but cause considerable vibration and noise.

This new method of detecting wheel problems provides a much more ideal, objective technique than the previous procedure, whereby TTC maintenance personnel had to ride the subway or listen to the noise of a passing subway train to determine the cars with wheel problems.



Over-all view of the Bruel & Kjaer central monitoring unit in the Davisville Carhouse, which automatically detects and identifies problem wheels on TTC subway trains. Electronic equipment connected to the tracks on the Yonge Street line picks up vibrations from passing trains and transmits data to the central monitor. The operator can identify not only the train but also the precise wheel or wheels with problems and how bad the damage is.



When a subway train with wheel problems is detected by the TTC's vibration monitoring system, a graph like this is automatically printed by electronic equipment. At the same time, a red light and a chime alert the operator who can then quickly identify the train that triggered the alarm. Both photos courtesy of Bruel & Kjaer Ltd.

The VMS consists basically of four units: a Bruel & Kjaer multipurpose Type 5500 monitoring unit, installed at the Davisville Carhouse, plus two Type 2626 vibration pickup amplifiers and two Type 5674 accelerometers - one on the southbound and one on the northbound track - in the tunnel structure between Lawrence and Eglinton stations.

The VMS is designed so that either the southbound or northbound trains can be monitored, or both directions can be monitored with the first train arriving at the accelerometer location being monitored.

Each time a train passes the accelerometer and pickup amplifier, vibration signals are transmitted electronically to the monitoring unit and to a graphic level recorder at Davisville. The monitor is set to determine two vibration signal levels, minimum and alarm. The minimum vibration level triggers a green light and indicates the presence of a train. An alarm level signal triggers a red light and a chime alarm, indicating a train with bad wheel conditions.

The graphic level recorder (B & K Type 2307) is activated by the subway signal system. When a train enters a specific signal track circuit the recorder paper feed is switched on and a vibration graph of the passing train is obtained. Separate impulses appear on the graphical plot for the passage of each wheel/axle unit past the accelerometer. The magnitude of the impulses will increase as the severity of the wheel problem increases.

An operator sitting in front of a Train Indicator Panel in the Davisville Carhouse can determine the identity of the train being monitored. The panel, located with the monitoring unit and graphic level recorder, displays that part of the subway system from the location of the accelerometers/amplifiers to Davisville Carhouse. Using the panel and available schedule information, the operator is able to identify the train that triggered the alarm.

The TTC is pleased with the system because of its effectiveness in detecting wheel problems, and in providing an excellent daily graphical plot of train-induced vibration on the Yonge-University-Spadina Line and the associated impact on the adjacent environment. Because of the VMS effectiveness, the TTC is considering the installation of a similar system on the east-west Bloor-Danforth subway line.

YONGE SUBWAY SILVER ANNIVERSARY - FRIDAY, MARCH 30, 1979

On Friday, March 30, a commemorative ceremony to mark the twenty-fifth anniversary of Canada's First Subway was held at 11:30 a.m. at Trinity Way, Toronto Eaton Centre. Current Metro and Commission officials, construction contractors, union representatives and members of the business community along the original Yonge subway corridor were in attendance. Metro and TTC officials and staff who were present at the March 30, 1954 Yonge Subway Opening were also invited to attend.

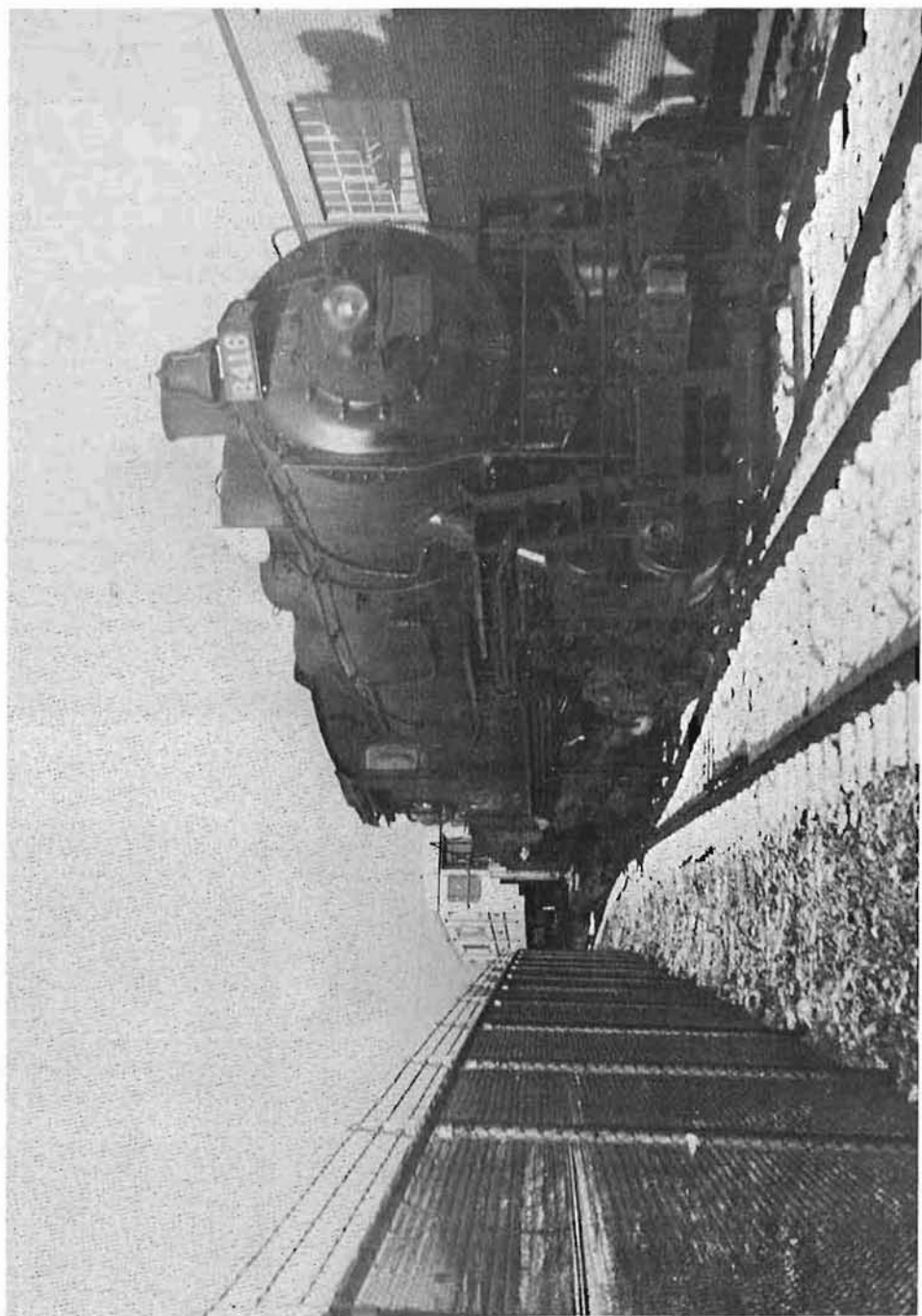
At 11:10 a.m., the official party and invited guests departed from Davisville subway station en route to Dundas subway station via a special train, consisting of the first



Wall to wall streetcars, typical pre-subway rush hour conditions on Yonge Street looking south to College St. Photo courtesy TTC.



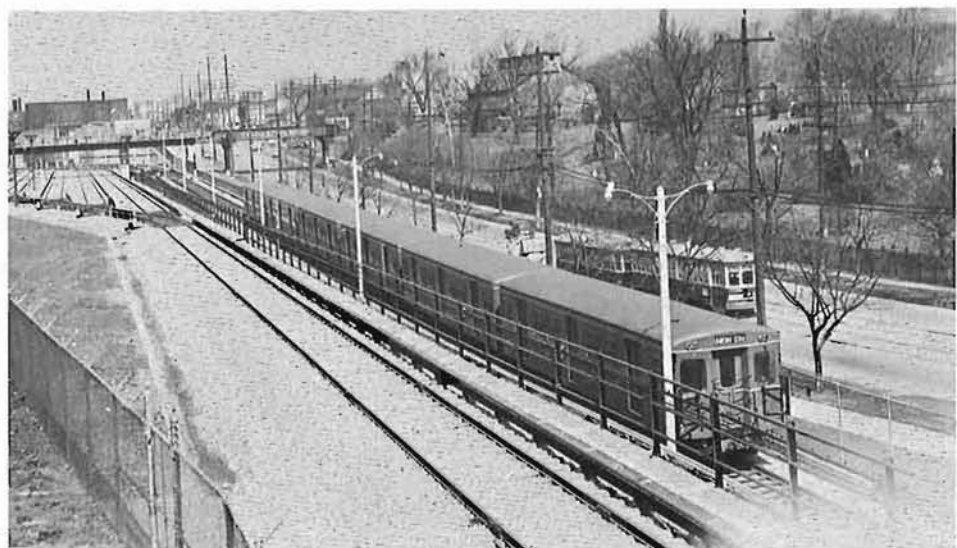
The start of excavation work for the Yonge Street Subway, circa 1950. Lots of hand work was involved because the exact location of services was unknown. Photo courtesy TTC.



CNR switcher # 8418 eases the first of the then new G-2 series aluminium bodied cars through the TTC fence at the Davisville Shops. Photo Courtesy TTC.



Yonge Street, looking north to Davisville in 1955, TTC Photo.



Ceremonial cars 5092 and 5099 pose at the Davisville Station prior to the March 30, 1979 anniversary ceremony. Ted Wickson Photo.

Gloucester (red) subway cars. Mr. Finlay McLeod, former TTC Supervisor and one of the original motormen on the 1954 ceremonial train, was at the controls.

Since the 1954 opening of Canada's first subway, TTC subway trains have carried over three billion passengers. But the benefits which resulted from the introduction and subsequent expansion of subway service in Metro extend far beyond those received by transit customers. Spectacular property developments followed the subway, creating tremendous new tax revenues. To the vital downtown business core, the subway proved to be an anchor that brought a sense of permanence and stability during a period when the downtown areas of many North American cities were on a downhill slide.

The transit/business relationship is mutually-beneficial, and nowhere is this more evident than along the original Yonge Street subway corridor between Union and Eglinton Stations. Mammoth retail, commercial, institutional and residential complexes are located adjacent to almost every station. Underground connection and malls link the Yonge Subway to many of these developments providing easy and convenient access to a virtual tidal wave of people daily. The hundreds of stores, restaurants, theatres, boutiques, hotels and shops which blanket the Yonge Subway corridor are, for thousands of Metro residents, "the" places to go. And the Yonge Subway is "the" way to get there.

This long-standing transit-business partnership is also being recognized. Members of the Downtown Business Council, Yonge-Bloor-Bay Businessmen's Association, Yonge-Eglinton Centre and major retailers such as Eaton's, Simpsons and the Bay, have become actively involved in marking the occasion through a variety of advertising, promotion and display activities.

LATE MINUTE UP-DATE

WINTER SNOWS CRIPPLE TORONTO LRVs

Two and a half months of relatively trouble-free operations ended abruptly December 19th when Toronto's LRVs encountered the season's first heavy snowfall. Despite an accumulation of about 10" (20 cm) of snow, the new cars had performed well at the height of the storm; however, as the street became well salted and snow turned to slush, disaster struck. Three LRVs suffered massive short circuits as salt water under the car penetrated the main 600 volt traction current connection. The Etobicoke Fire Department was summoned to look after one smoldering LRV parked on the spare track at Long Branch Loop. The circuitry in the treadle-operated rear door on one car was also shorted out. The Toronto Transit Commission Equipment Department suspects poor workmanship and the choice of insulation by the manufacturer, Hawker-Siddeley Canada Limited. The car's designer, Urban Transportation Development Corporation, is footing the bill for the \$3,000-a-car wiring modifications. Although only Canadian-built LRVs were affected by the electrical faults, the SIG cars will also undergo the wiring retrofits. A few LRVs returned to service again on route 507 (LONG BRANCH) December 28th but were withdrawn on January 2nd when additional retrofits were ordered by UTDC.

At time of writing, all LRVs remain out of service. The LRV fleet now totals 57 of which 17 have been accepted. Route 507 has been the only line seeing LRV service. The TTC expects the withdrawal of LRVs to be of short duration and the reintroduction to occur sometime in February.

In other LRV developments, the Commission's 5 year capital budget projections for 1980-84 indicate a total of 277 LRVs will be required to replace all PCCs on the existing surface routes, plus 22 cars needed for service on the new Scarborough LRT line scheduled to open in August, 1982. With the current order with Hawker-Siddeley bringing the total to only 196, an additional order for 103 LRVs will be placed in the early 1980s. The 71 LRVs owned outright by the Ontario Ministry of Transportation and Communications (purchased as a demonstration project for this new technology and to financially assist Metropolitan Toronto in its share of the original cost of the 196 car order) will be acquired by the TTC, at cost, after 5 years.

TTC ITEMS WORTH NOTING

1979 saw an expansion of the summer Peter Witt sightseeing tours of downtown Toronto. Niagara Tours, in a charter arrangement with the TTC, offered three different afternoon tours Monday through Saturday. Tours originated at the Sheraton Centre Hotel (York and Queen Streets) and were operated from May until October. The popular King Edward Hotel tours returned on Sundays but, sadly, ended on September 23 when the hotel was closed for renovations..... A major expansion of Union Subway Station is underway. The mezzanine and platform areas will be tripled in size and the addition of two tracks will permit the Yonge and University subways to be operated independently. In August, GO Transit opened its new concourse in Union Station. GO Train patrons, many of whom transfer to the subway system, have increased from 15,000 a day in 1967 to over 40,000 now..... In September, the joint Metro/TTC Transit Policy Committee, set up earlier this year, released its report recommending a number of policy changes and innovations. Among the ideas proposed were the use of articulated buses, introduction in 1980 of a \$26 monthly pass, expansion of the Communications and Information System, signal priority for transit vehicles, and emphasis on transit-oriented redevelopment in Metro..... TTC's subsidiary, Gray Coach Lines, showed a healthy profit of \$1.1-million for the year ended 1978 (up 500% over 1977). The Toronto Gray Line sightseeing and other tour business accounted for much of the rosy picture. In January 1980, Gray Coach vacates its venerable Sherbourne Garage facility (once the motor repair shops of the Toronto Railway Company) in favour of its new Lakeshore Garage located near the bottom of the Don Valley Parkway..... and finally, major structural rehabilitation is underway on TTC's trolley coach fleet which is nearing the half-way mark (8 years) in its life-span.

1980 streetcar charter rates have been increased substantially by the TTC; PCC cars - \$40.00/hour (up from \$36.00); Peter Witt cars - \$48.75 (up from \$36.00); LRVs - not available for charter in 1980. Maintenance costs for the Witt cars have been steadily increasing as these vehicles have seen more and more private charter use since 1975, the last year the TTC ran its summer Tour Tram service. Commission-owned Peter Witt # 2766 is presently in Hillcrest Shop for much needed body, paint and electrical work. Toronto Trolley

Tours has again planned a busy season of Peter Witt tours in 1980. As a result of their big charter contract with the TTC, a special rate of \$44.00 per hour (described as the breakeven point) has been negotiated. These tours are expected to account for over 50% of the Witt charters in 1980..... PCC retirements prompted by the arrival of new LRVs are to be determined simply in the order the cars break-down. To date, 40 cars have been set aside and 15 sold for scrap. Many of the scrapped PCCs have been non-rebuilt class A-8 m.u. cars. Included in the retirements is car 4444 which has been acquired by the C.R.H.A. Canadian Railway Museum, Toronto. By mid-January, the active PCC fleet total had declined to 302 units February 4th was selected as 'route number' day for PCC cars. All 173 rebuilt PCCs (will) now display route number and destination on the two front blinds and number only on the side linen TTC's order for 138 H-5 subway cars was completed early in 1979 but it has been a long struggle to complete the acceptance program. At year end, 14 cars still awaited final acceptance Good news for Ontario taxpayers! the estimated cost of the Kipling and Kennedy extensions to the Bloor-Danforth Subway has been revised downward from \$140 million to \$110 million. Completion is scheduled for late November, 1980. Similarly, the Scarborough LRT line is now estimated to cost \$96.5 million, down from \$108.7 million.



The business car

CN HAS SOLD 100 STEEL-FRAMED CARS FROM THE NEWFOUNDLAND OPERATION to a Costa Rican railway, according to the SRS NEWS (Nov/Dec/79). The cars range in age from 30 to 50 years, and had been scheduled to be scrapped.

AMTRAK PETITIONS FOR "MONTREALER" CHANGE -- IF CENTRAL VERMONT and AMTRAK have their way, the "Montrealer" will travel through Palmer and Amherst, Mass., instead of via East Deerfield over the Boston & Maine. AMTRAK has applied to the New England Regional Commission for financial help in the plan to use the CV between Palmer and Brattleboro which would enable it to serve Amherst, a big college town. - The Call Board, Jan/80

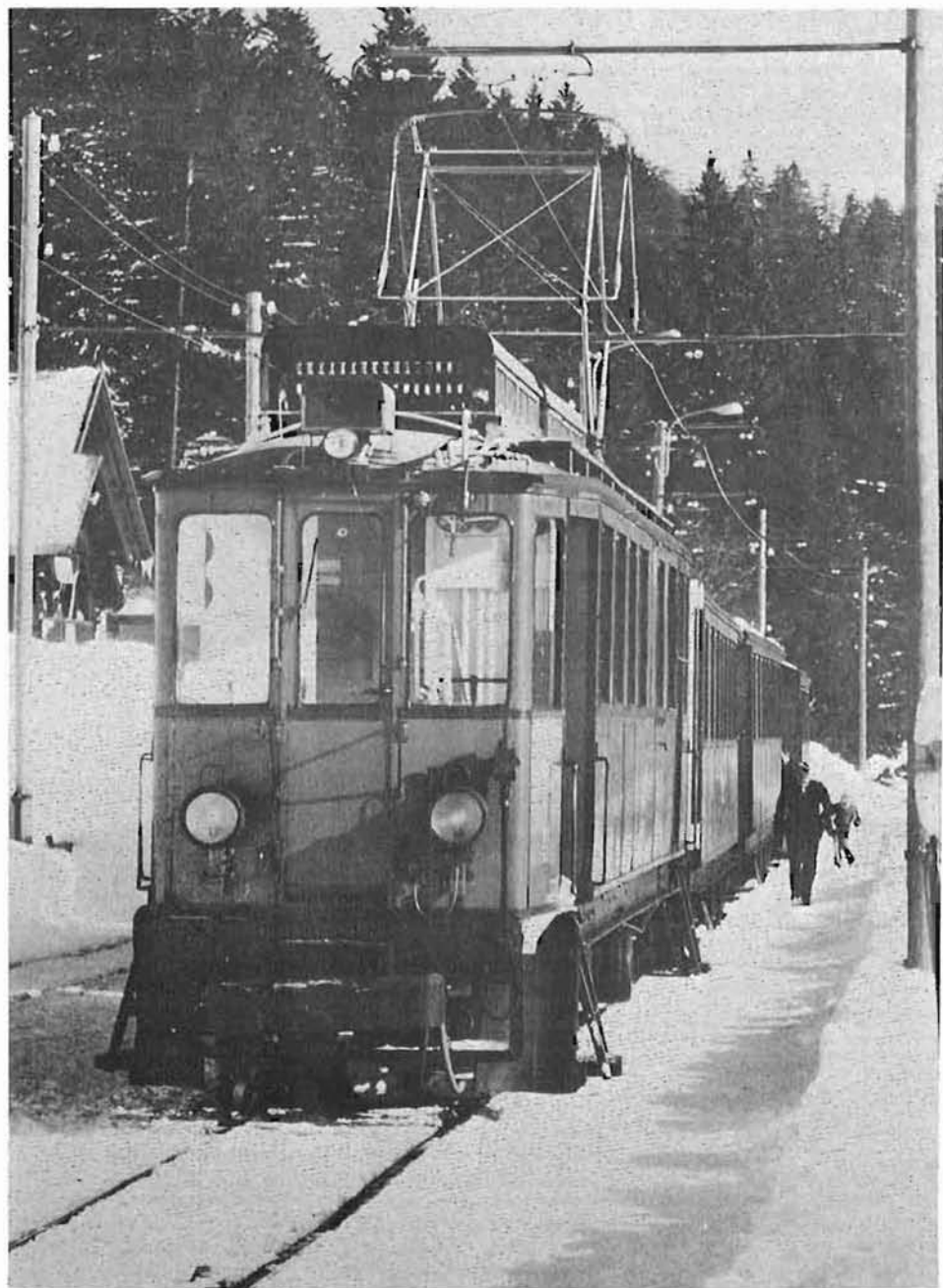
CANADA'S RAIL FREIGHT VOLUME FOR 1979, AS REPORTED BY STATISTICS Canada, totalled 261,618,521 tons, up 8.5 per cent from the previous year when activity was reduced because of lengthy strikes at iron ore mines in Quebec and Newfoundland. Cars loaded: 3,889,148, up 4.1 per cent from 3,736,613 the year before.

U.S.A.'S ENVIRONMENTAL PROTECTION AGENCY HAS DEFERRED FINAL action on rules it proposed last April (1979) to put general limits on noise from railroad yards. (The EPA is under a court order to produce national noise standards.) Meantime, the agency has issued final limits on noise from four specific sources within rail yards. In car-coupling operations, cars may be coupled at up to eight (8) miles an hour; (the previous limit was four mph). Noise from retarders would be limited to 83 decibels as measured on property adjacent to the operation. Switching locomotives in yards with general noise levels of more than 65 decibels must emit 90 decibels or less measured 100 feet away while they are moving. While stationary, they can't emit more than 70 to 87 decibels of noise, measured at 100 feet, depending on the throttle setting. Locomotives built after 1979 aren't covered by these limits. And, a noise limit of 78 decibels, measured 100 feet away, is imposed on "load cell test stands" (testing devices for locomotives).

-Wall Street Journal, Jan. 11/80



CP Rail has been using GO Diesels on weekends (and sometimes weekdays) in the Woodstock Area for haulage purposes. Here we see CP Train 52 switching with GO F40PH's and GP40-2(W). Photo courtesy Mr. Burt Van Rees.



YOU MIGHT THINK THAT THIS ELECTRIC CAR WAS AN ANTIQUE DATING FROM the last century. In fact, it is a unit on the Nyon-St-Cergue Morez Railway in Switzerland, which was opened to St. Cergue in 1916 and to Morez (France) in 1921. Part of this line still operates, but its future is uncertain. M. J-M. Leclercq took this picture at La Givrine (Switzerland) in February 1979.

THE OTTAWA-BARRY'S BAY (MOUNT MADAWASKA) SNOW TRAIN HAS BEEN derailed before the announced start of Feb. 1/80 because VIA's weekly charge has been raised to \$15,800 from \$6,400, according to a Canadian Press report. The trip coordinator, offered, as an alternative, chartered bus service but the customers didn't buy, indicating that the train ride was a main element in the package.

IN BRITISH COLUMBIA A \$40,000 FEDERAL-PROVINCIAL GRANT HAS BEEN made to study the feasibility of keeping the Kettle Valley Railway line operating as a tourist attraction. CP Rail abandoned the line and had planned to rip it up until the provincial government ordered the tracks left in place until June 30/80 to allow for a study. -Globe & Mail, Jan. 29/80

IN EDMONTON, PLANS FOR EXTENSION OF THE LRT TO SOUTH SIDE HAVE been criticized for faulty planning, according to reports forwarded by Lon Marsh. The plan calls for the line to be routed to Mill Woods along the CP Rail right-of-way. Critics say that most of the 14-kilometre line, costing a minimum of \$119-million, would be through an industrial area well removed from residential centres. They say the proposed line may become usable or practical with the redevelopment of CP Rail's southside yards but relocating the yards could cost \$30-\$100 million. An alternative being advanced would be a line leaving the south end of the High Level Bridge and running above ground through Garneau and the university campus, head south using 114th, 113th and 111th Streets, turn east near 29th Avenue, cross highway 2 via an overpass, run through the Parsons Industrial area and into Mill Woods via 28th Ave. This line would have 14 stations compared with six in the city's current plan.

WAS THIS A FIRST (IN PEACETIME)? SPECIAL TORONTO-HALIFAX PASSENGER service, leaving each city Dec. 22/80, is mentioned in the Turnout (CRHA Toronto & York Division) of Oct./79. These trains would make pick-ups Toronto-Dorval but not run into Montreal's Central Station. Return train would be provided. Can any "Canadian Rail" reader give The Editor more details and report whether or not such through service has been provided before in peacetime?

BY THE TIME YOU READ THIS THE 1980 (THE FIRST 1980?) ELECTION will be over. So watch for implementation of politicians' promises in the rail area. For example, the Liberals promised to double track the CN from Winnipeg to Vancouver. The NDP leader promised to electrify the railway (he did not say which one) from Thunder Bay to Winnipeg. Montreal-area Conservative candidates promised to lobby the federal government to help pay for provincial plans for an integrated public transit system on the island of Montreal, announced May/79 with a price tag of \$982-million, and to back construction of a rapid transit line to Mirabel airport. Canadian Press quoted Trudeau as saying (in Montmartre, Sask., Jan. 17/80): "The Canadian National Railways, as a Crown corporation, would be directed by our government to use their earnings - to use their borrowings - in order to double-track those 1,500 miles of track between Winnipeg and Vancouver."





Mr. I.C.Platt was kind enough to send along the following three photos for presentation to readers of Canadian Rail. The first two photos are of Burlington Northern # 8079 out for its first power run on GMD's test track which is parallel to CP Rail's line in London, Ontario. The date was 30 July 1979. Next we see the old colors or should we say no colors of CP Rail 8471 which was engaged in track work at London, Ontario on 16 May 1979.



CP wrecker helping out one of its own kind in trouble at Putnam, Ont. on September 24, 1979. Photo courtest Burt Van Rees.

AMTRAK'S "SUNSET LIMITED" (NEW ORLEANS-LOS ANGELES) DID NOT finish a single run on time during the four months July-October 1979 because Southern Pacific repeatedly ran slow freights ahead of the passenger train. Result: the U.S. Justice Department is suing SP, charging violation of the Rail Passenger Service Act of 1971. Most of the freight interference occurs on the New Orleans-Houston link of 364 miles. During the first two weeks of December, the Sunset consistently arrived at least four hours behind schedule. On four trips, the train arrived more than nine hours late. For AMTRAK overall, in fiscal 1979, 42.8 per cent of long-distance and short-haul trains were late.
-Chicago Sun-Times, Dec. 21/79

CONTRAST CANADIAN CAR BUILDING ACTIVITY WITH AUSTRALIA'S CURRENT contracts as of mid-summer 1979, which include 837 urban rail transit cars (of which 200 are double deckers) and 36 commuter cars. For use in different territories, cars are being made in three separate gauges (1067, 1435 and 1600 mm).
-Australian Railway Historical Society Bulletin

ALSO FROM "DOWN UNDER" - PROSPECTIVE PASSENGERS ARE LINING UP FOR the final run of The Ghan, through central Australia on a route pioneered by camel drivers from Afghanistan, from Adelaide to Alice Springs. "The Afghan Express" started in 1877 across what was then believed to be a drought area but turned out to be one of the most flood-prone regions in Australia. A new line will reduce the historic 60-hour trip to 22 hours, effective Nov./80.
-Ottawa Citizen, Jan. 5/80

THE ONTARIO GOVERNMENT HAS ESTABLISHED A TASK FORCE ON PROVINCIAL rail policy whose mandate includes a study of the potential for electrifying GO Transit Lines. The nine-member task force also will examine the Nov. 10/79 derailment of a CP Rail freight train at Mississauga; a federal inquiry is now investigating the derailment. Both passenger and freight transport will be reviewed and the task force will be provided with two other rail-related reviews now being conducted by the Ministry of Transportation and Communications: a study of the Toronto Area Transit Operating Authority and a study of the potential for electrifying parts of the GO system. The task force will do an inventory of the rail lines and rolling stock of the four companies in the province -- CP Rail, CN, Ontario Northland and Algoma Central. It also plans to study the potential for integrating into present grids the futuristic intermediate capacity transit systems and light-rail vehicle system developed by the Urban Transportation Development Corp., a provincial Crown agency.
-Toronto GLOBE & MAIL, Jan. 30/80

BACK COVER:

This is the introduction of the RDC to Canada, BUDD Co. Demonstrator unit operating on the then CN electrified trackage at Turcot Centre, Quebec. The date was January 1951 and the photo is from the CRHA Archives, E.A. Toohy Collection.

