

Canadian Rail



No. 355
AUGUST 1981



NOTICE

TO : PASSENGERS BOARDING TRAIN

TO STOP TRAIN YOU MUST GO
TO THE WHITE SQUARE POLE WITH A
WHITE AND GREEN ARM ATTACHED.

YOU WILL FIND A WIRE HANGING
FROM THE POLE. PULL THIS WIRE
DOWNWARD AND ATTACH THE END OF
THE WIRE ONTO THE NAIL ON THE POLE.



CANADIAN RAIL

ISSN 0008-4875

Published monthly by The Canadian
Railroad Historical Association
P.O. Box 22, Station B
Montreal, Quebec, Canada H3B 3J5

EDITOR: Fred F. Angus
CO-EDITOR: M. Peter Murphy
OFFICIAL CARTOGRAPHER: William A.
Germaniuk
LAYOUT: Michel Paulet

CALGARY & SOUTH WESTERN DIVISION
60-6100 4th Ave. NE
Calgary, Alberta T2A 5Z8

OTTAWA
BYTOWN RAILWAY SOCIETY
P.O. Box 141, Station A
Ottawa, Ontario K1N 8V1

NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John,
New Brunswick E2L 4G7

CROWNSNEST AND KETTLE-VALLEY DIVISION
P.O. Box 400
Cranbrook, British Columbia
V1C 4H9

PACIFIC COAST DIVISION
P.O. Box 1006, Station A, Vancouver
British Columbia V6C 2P1

ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station C, Edmonton
Alberta T5B 2N0

WINDSOR-ESSEX DIVISION
300 Cabana Road East, Windsor
Ontario N9G 1A2

TORONTO & YORK DIVISION
P.O. Box 5849, Terminal A, Toronto
Ontario M5W 1P3

NIAGARA DIVISION
P.O. Box 593
St. Catharines,
Ontario L2R 6W8

ST. LAWRENCE VALLEY DIVISION
P.O. Box 99
Ste. Dorothée, Quebec H7X 2T4

FRONT COVER

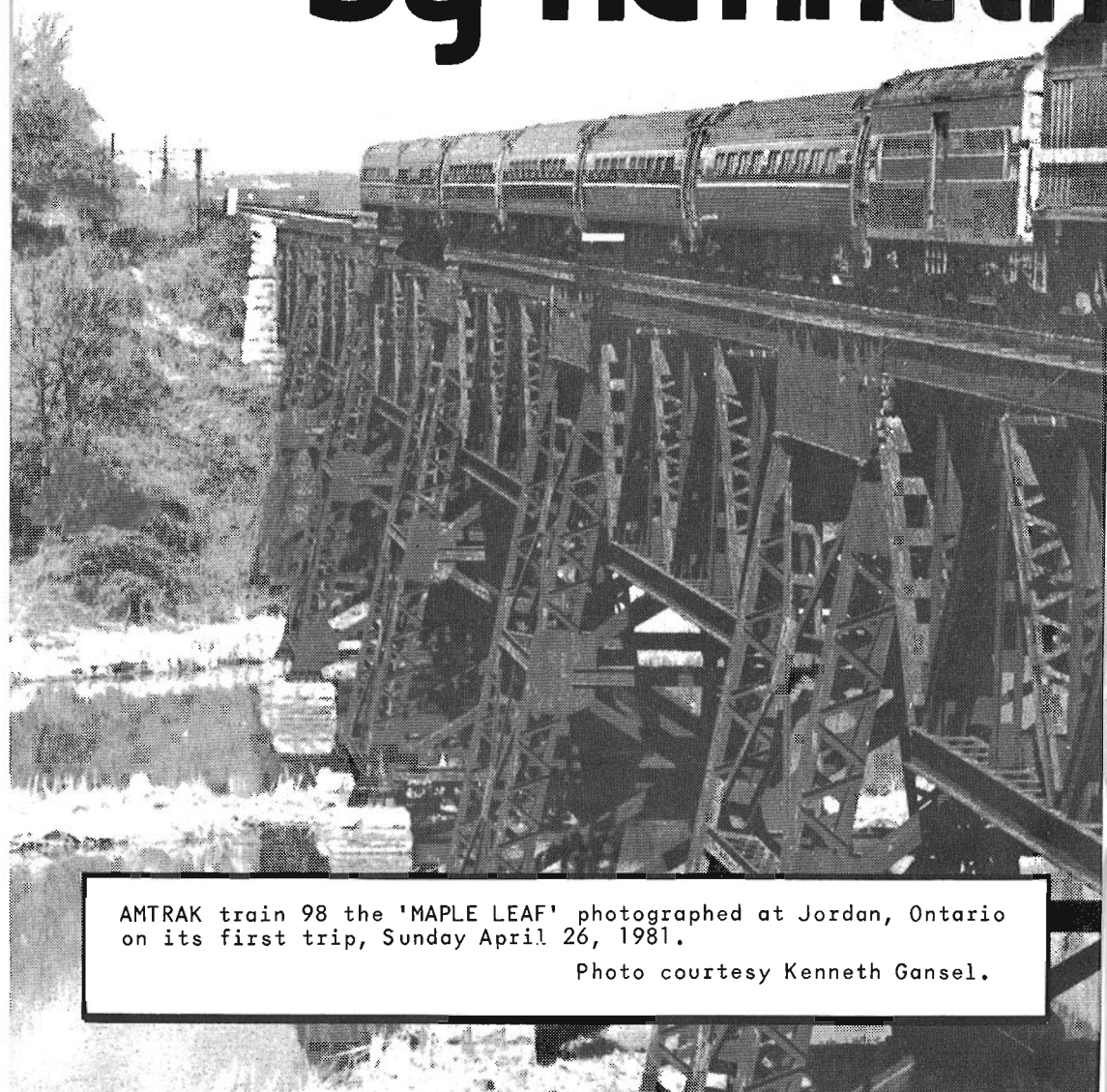
Toronto Hamilton & Buffalo
passenger train No. 182 photo-
graphed at Fenwick, Ontario in
August 1980. The TH&B in conjunc-
tion with CONRAIL operated the
longest running international
passenger train in Canada. The
service which had been operating
between Toronto and Buffalo N.Y.
for 90 years terminated on April
25, 1981. Photo courtesy Kenneth
Gansel.

OPPOSITE

Anyone wishing to board the train
at TH&B's Smithville, Ontario
station must follow these elabo-
rate instructions in order to stop
the train. This sign was posted
conspicuously in the station
window. Photo courtesy Kenneth
Gansel.

THE END OF

by Kenneth

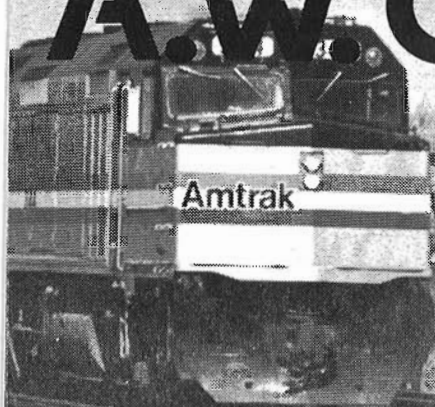


AMTRAK train 98 the 'MAPLE LEAF' photographed at Jordan, Ontario on its first trip, Sunday April 26, 1981.

Photo courtesy Kenneth Gansel.

OF AN ERA

A.W. Gansel



THE END OF AN ERA

by Kenneth A.W. Gansel

(End of Passenger Service on the TH&B Railway)

Canada's longest running international passenger train came to an end on Saturday, April 25th, 1981. The joint train operated by the TORONTO HAMILTON and BUFFALO Railway and Conrail from Toronto to Buffalo, New York completed 90 years of continuous operations between the two cities.

The TH&B passenger train was to be terminated at the end of September 1980, however, a last minute reversal of the Canadian Transport Commission order kept the train on until today. The train is being replaced by a new service operated by VIA Rail Canada and AMTRAK. The new train called the "MAPLE LEAF" will run between Toronto and New York City. The route from Toronto to the US border will take the new train through St. Catharines and Niagara Falls, Ontario, and will not make use of the TH&B line



This was the typical 'BUDD' service operated as train 182 in recent years. This photograph was taken at Welland, Ontario on the TH&B.

Photo courtesy Kenneth Gansel.

from Buffalo to Toronto via Welland, Fenwick and Smithville. The new train will still serve Hamilton but not at the TH&B Hunter Street Station, instead it will stop at the VIA station on James Street.

On the last trip of TH&B train #182 there were 3 RDC cars and all three were filled to capacity with railfans riding the train for the last time. The TH&B served several of the small farming communities of the Niagara Peninsula such as SMITHVILLE and FENWICK which were still flag stops for the train. It also stopped at Welland and Fort Erie, before crossing the VICTORIA Railway Bridge at Fort Erie and entering the United States at Black Rock. The train stops at Black Rock for US Customs inspection. The rail line between Welland and Fort Erie is owned by Conrail and a Conrail crew runs the train from Welland into Buffalo as train No: 376.

The TH&B station is still standing at Smithville, with it's turret tower and 'ginger bread' styling. The Dunville branch runs South from Smithville to Port Maitland on the shore of Lake Erie. At one time in the 30's and 40's there was passenger train service on the Dunville line too.

The next stop is Fenwick, this consists of a paved area of about 6' x 15' and a pole with the green and white hand-operated flag stop signal. In a years time the estimated passenger volume for Fenwick was about 30 passengers (on and off) for the total year. Fenwick is located in the heart of Niagara's best apple



The TH&B station at Smithville, Ontario as photographed in August 1980.

Photo courtesy of the Author.



TH&B Station at Hamilton, Ontario as it appeared in April, 1981.

Photo courtesy of the Author.



In August 1980 Ken Gansel photographed TH&B train 182 at Black Rock (Buffalo N.Y.) on Conrail iron. The train is clearing customs.

producing area, small farms and orchards border the railway line through to Welland. The train crosses the Welland River on a bridge which was built in 1972 as part of the new Welland Canal project which saw an end to the old TH&B Coyle yard in Welland.

The train waits at the TH&B/Conrail station at Welland for 5 minutes to allow the crews to call the Conrail dispatcher in St. Thomas for permission to cross over and run to Fort Erie.

The most spectacular part of the trip is the climb of the Niagara Escarpment. The Escarpment is the same height as Niagara Falls. The TH&B line clings to the side and climbs from the base in the East end of Hamilton to the top at Vinemount. In the distance of 3 miles the train has climbed 200ft. The view of the country-side with it's vineyard's and view of Lake Ontario was worth the trip. On a clear day one can see the CN Tower and most of the Toronto skyline.

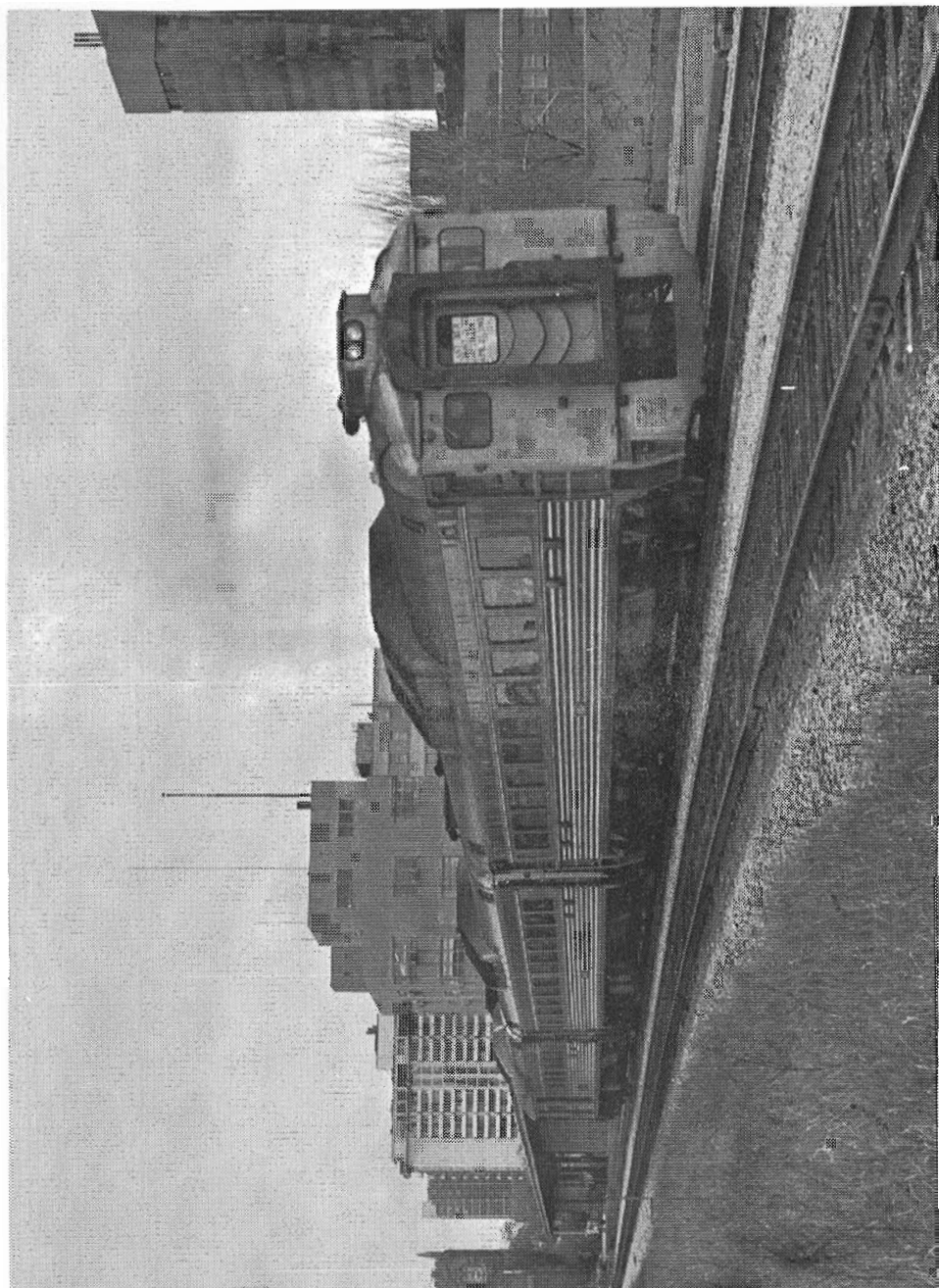
The TH&B will always be remembered by the local farmers as the horn blows at 10:20AM and the RDC's slow to see if there are any passengers to board at Fenwick, NO, not today as the TH&B passes through for the last time. The end of an era has passed and gone for ever, as the community slumbers in the mid morning sun.



April 25, 1981 this is the trainboard for the last run of train 182 as posted in TH&B's Hamilton, Ontario station.

Photo courtesy Kenneth A.W.Gansel.

Tomorrow a new era in passenger service will be started with the MAPLE LEAF. A name which was used on the CN and Lehigh Valley for the joint passenger train which ran during the 50's between New York City and Toronto.



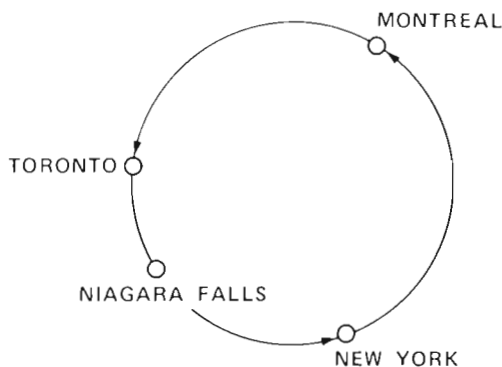
The last train consisted of three R.D.C.s packed mostly with rail enthusiasts along to enjoy the end of an era. The date was April 25, 1981 and the place was Hamilton, Ontario.

Photo courtesy of the Author.



THE GREAT CIRCLE TRIP

\$ **101.**⁻ U.S.



- Make the round anyway you like.
Faites le tour n'importe comment.
- Ticket is good for 29 days.
29 jours maximum.
No back tracking.
Pas de changement de direction.
- Travel may be via Ottawa.
Permis de voyager via Ottawa.
- Good on both Amtrak trains between Montreal and New York.
Les deux trains d'Amtrak peuvent être utilisés entre Montréal et New York.
- Valid till 30 October 1981.
En vigueur jusqu'au 30 octobre 1981.
- Fare is in USS and subject to change without notice.
Le tarif indiqué est en SUS et sujet à changement sans préavis.
- For more information call your travel agent or Amtrak at 1 800-263-8130. Toll free.
Pour plus de renseignements, appelez votre agent de voyage ou Amtrak à 1-800-263-8130 sans frais.

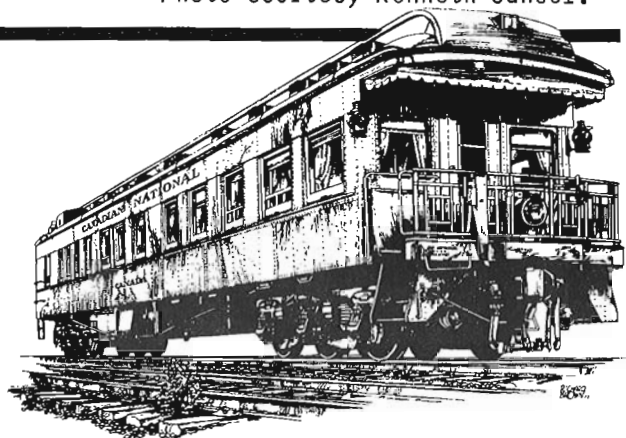


Keeping Track



Passengers boarding the first 'MAPLE LEAF' at CN's Niagara Falls, Ont. station on Sunday, April 26, 1981. The train operates as AMTRAK train number 98.

Photo courtesy Kenneth Gansel.



The business car

THE MT WASHINGTON COG RAILWAY IS FOR SALE!! THE MANCHESTER Union Leader March 25, 1981 announced that the Teague family is selling the venerable railroad and tourist attraction. The asking price, while not disclosed, is about \$3 million dollars. Owner Ellen Teague is giving first refusal to the State of NH, but a spokesman for the State said it would rather see the railway

stay as private enterprise and there is no interest by the state in owning the railroad. Mrs. Teague cites as reasons for the sale her desire to retire, and her son Charles, after four years as General Manager wishes to pursue other interests. Mrs. Teague plans to continue to maintain a residence in New Hampshire.

THE 470

JOINT SERVICE - VIA RAIL CANADA AND AMTRAK ARE REPORTED READY TO begin a joint service between Toronto and New York via Niagara Falls, to replace the TH&B Toronto-Buffalo Dayliner. The CTC must approve the service, and the Dayliner discontinuance. AMTRAK equipment will be used, but while in Canada the train will operate as a VIA train. Startup is to be April 26 for the 480-mile, 12-hour trip. One-way fare is expected to be \$58. Toronto departure will be 9:05am, with an 8:45pm New York arrival. New York departure will be 8:45am, to arrive in Toronto at 8:35pm. Consist is to be two Amcoaches Amdinette, baggage and one locomotive.

THE 470

BRITISH COLUMBIA RAILWAY REDUCED THE FREQUENCY OF ITS PASSENGER service as of Feb. 16. North Vancouver-Prince George service is reduced from tri-weekly to weekly, departing North Vancouver on Monday and Prince George on Sunday. North Vancouver-Lillooet service is trimmed from daily to four times weekly. Northbound departures are on Sat., Sun., Mon. and Wed., as are southbound trips. Local service between D'Arcy and Lillooet continue daily. Meal stops are made at Lillooet and Williams Lake, as the train carries no food. The condition of the Dayliners makes necessary the reduction in service, BCR said. Discussions are underway on the future of the runs.

THE 470

UTDC SYSTEM RECOMMENDED FOR LOS ANGELES

DOWNTOWN PEOPLE MOVER (DPM) TRANSIT PROJECT

(TORONTO) - THE LOS ANGELES DOWNTOWN PEOPLE MOVER AUTHORITY yesterday made a staff recommendation to its Board of Directors recommending that the Urban Transportation Development Corporation (UTDC) of Toronto be the supplier of the technology for LA's 2.9 mile downtown people mover transit project. The staff recommendation will require ratification by the Board and approval by the L.A. City Council and the Urban Mass Transportation Administration (UMTA) before a final contract is entered into with UTDC as the prime contractor responsible for complete system design, construction and operation of L.A.'s automated downtown transit system.

Mr. Kirk Foley, UTDC President has indicated that final acceptance of the UTDC system is by no means certain but that "our technology and our price indicate that we are exceedingly competitive in this intermediate capacity transit market."

UTDC was judged to be first in technical performance which included safety, reliability and maintainability. UTDC's proposal was also first in financial content both in immediate costs and life cycle costs. In addition, UTDC's proposal was judged first for its adherence to minority business requirements.

The Los Angeles Downtown People Mover is the downtown distribution element of the Los Angeles Transit System, and will provide regional accessibility to the Down town activity centres through an efficient, comfortable, fully-automated transit system. The DPM will service downtown bus terminals, freeway parking interchanges, and will eventually connect with the proposed Wilshire rapid transit line to be built in the mid 1980's.

The technology proposed by UTDC for the DPM is a compact, quiet train which operates on lightweight elevated guideways. This system was developed in Canada for a wide range of rapid transit applications of this technology in Canadian cities is in progress. A project is now planned and work is proceeding on a Hamilton downtown-suburban link and a Vancouver project was recently authorized by the Government of B.C.

In May 1980, the U.S. Urban Mass Transportation Administration (UMTA) conducted a comprehensive 30-day supplier assessment and operational evaluation of the complete UTDC system at the company's Transit Development Centre in Kingston, Ontario to ensure that all the performance capabilities and environmental requirements of the UMTA DPM program were satisfied by this technology.

UTDC competitors in Los Angeles include the Vought Corporation, Westinghouse, and Otis-Matra. UTDC's price proposal was the lowest price of all competitors.

UTDC PRESS RELEASE

ONTARIO TRANSIT TECHNOLOGY SELECTED FOR VANCOUVER

TORONTO -- THE ADVANCED LIGHT RAPID TRANSIT SYSTEM DEVELOPED BY the Urban Transportation Development Corporation Ltd. (UTDC) has been selected to serve Greater Vancouver. The first priority line will run from downtown Vancouver to new Westminster with branches to Surrey and Coquitlam.

B.C. Municipal Affairs Minister, the Honourable Bill Vander Zalm, announced in Vancouver on Saturday that his government has selected the Canadian-developed transit system and has authorized the province's Urban Transit Authority to begin work immediately on the first phase of the \$290 million project. The line is scheduled for completion in time for Transpo 86, an international transportation exposition which will be hosted by Vancouver.

Mr. Vander Zalm indicated that funding for the project will follow the recent agreement between the province and municipality and that the province is negotiating with Ottawa to secure a federal contribution toward the project.

He said the transit system developed by the Ontario-owned Urban Transportation Development Corporation "is an innovative

Canadian Technology which has been developed and tested over the past seven years by the Ontario government. I am convinced that it is possible to utilize this new technology to serve both Vancouver's downtown core and the regional municipalities."

Concluded the Minister, "I am extremely proud, as a Canadian, that the commitment made today, is to a Canadian product developed by Canadians not only for Canadians, but for countries around the world that are looking for innovative ways to develop rapid transit".

UTDC designed and tested the new rapid transit technology under its \$60 million program to develop an Intermediate Capacity Transit System (ICTS), which is the basis of the Vancouver Light Rapid Transit project. It is aimed at providing cities with a low-cost alternative to subways. ICTS (or ALRT in Vancouver) uses compact, steel-wheel trains on slender, elevated guideways. These guideways are cheaper to build than subway tunnels yet avoid interference with street traffic. Special technology was developed to make ICTS the quietest rapid transit system available. Automatic train operation can allow trains to operate at one-minute intervals to reduce waiting time at stations.

UTDC President, Kirk W. Foley, says the decision is a vote of confidence in Canadian urban transit capability by one of the nation's most important cities.

"I think the Government of British Columbia and the Urban Transit Authority have taken a decisive step toward solving the very real transportation problems facing Greater Vancouver", he says. "They will be installing the most advanced and economical transit system available in the world. We have spent a significant amount of money to develop and test this technology at our Transit Development Centre near Kingston, so we know it is a proven, reliable system.

Also, our commitment to community sensitivities in the design and construction phases of this project will result in a rapid transit system in which British Columbia can take great pride."

UTDC is also proposing the system for Miami, Los Angeles and Detroit for application in their downtown people mover programs. These negotiations are presently underway.

UTDC expects to be forming its Vancouver team immediately so design and construction can begin as soon as possible to meet the schedule.

Mr. Foley also notes that the decision will provide substantial industrial benefits to both B.C. and Ontario, and that the two provinces could jointly develop the export market for this technology which is now sought after by many cities.

The ICTS system is being applied in Hamilton, Ontario to provide a rapid transit connection between the downtown and communities on Hamilton Mountain. A pre-implementation program by the Regional Municipality of Hamilton-Wentworth is currently underway to define an exact alignment, study environmental impacts, complete the preliminary design of the system and prequalify suppliers. The regional government will base its final decision to proceed with ICTS

on the basis of information obtained from the current program. This program is expected to proceed to construction in the autumn of 1981.

UTDC PRESS RELEASE

CP RAIL IS TAKING THE FAMILIAR CLICKETY-CLACK SOUND OUT OF TRAIN rides along GO Transit's new commuter corridor being developed between Toronto and Milton.

It's the result of a major rail upgrading programme, now in the final phase, being carried out by CP along its right-of-way under contract to GO Transit.

Work crews started in late fall to replace most of the existing conventional jointed rail throughout the corridor with modern continuous welded rail and the entire GO Train route has now been completed.

The welded rail, weighing 136 pounds per yard, comes in quarter-mile lengths compared to the standard 39-foot lengths of conventional rail. And when two lengths of welded rail are joined, they're welded instead of bolted, creating a continuous track surface instead of the normal joint with a small space between rail ends. As a result, there's no more clickety-clack sound as train wheels pass over these joints.

Of course, there are other advantages in using welded rail. Conventional rails tend to take their worst beating at the joints and therefore require heavy maintenance at these points. And joints are the most frequent area of fault when service disruptions attributable to tracks occur. So the elimination of the joints provides for a more reliable service standard as there are fewer potential trouble spots on the line.

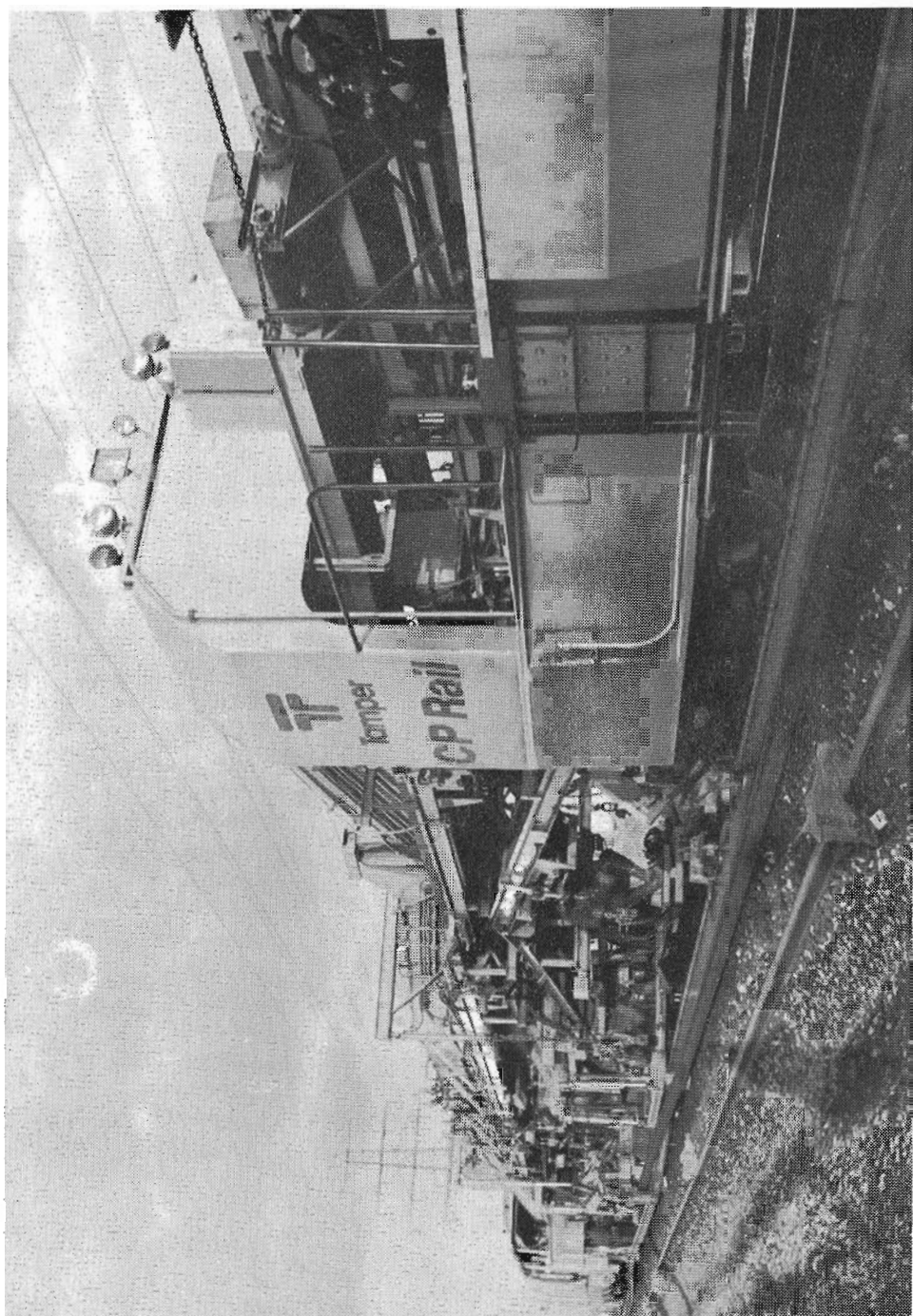
CP has recently completed a major reballasting programme on the new Milton GO line as well. It is also modifying the existing signal network and installing a sophisticated centralized traffic control system to handle the commuter trains.

Cost of the entire upgrading of the CP Rail plant is estimated at \$32 million with the money coming from the Province of Ontario.

The 50-kilometre commuter route will be GO's fourth rail line and will have seven stations, with Union Station as the terminal point in Toronto. The stations are: Milton, Meadowvale, Streetsville, Erindale, Cooksville, Dixie and Kipling.

Construction on the first phase of six of the stations was completed late this fall. Contracts for remaining work on these stations will be awarded next spring. The seventh, Erindale, will be built entirely in 1981 when work on a grade separation at that location is finished.

So far, all aspects of construction on the project are on schedule and barring any major delays, the new line will be in operation in the fall of 1981. CP, under contract to GO, will run the day-to-day operations.



CP's rail changeout machine lifts out the old rail and lays, levels and aligns new track along GO's new Toronto/Milton commuter corridor.

CN RAIL HAS PURCHASED A CUSTOM-BUILT, 12-AXLE, DEPRESSED-CENTRE flat car from Davie Shipbuilding Ltd. in Lauzon, Que.

This car, which is already being used for the movement of oversized or very heavy loads, is the first Canadian railway-owned car of this size.

It weighs 153 tons and has a capacity of 241 tons. It is 121 feet long and its depressed-centre deck is 35 feet long by eight feet wide. The car is also equipped with movable side extension brackets to accommodate wider loads.

EIGHT-AXLE WAS TOPS

"Until now, the largest piece of equipment CN Rail had for the transportation of dimensional loads was the eight-axle depressed-centre flat car. For loads requiring larger size cars, the division drew on cars pooled by members of the Association of American Railroads," explained Frank Dziedzic, coordinator, dimensional loads.

"Resorting to that pool is practical when dimensional equipment is not in constant use by any one railway. But availability has become a problem since the demand for transportation of such items as transformers, reactors and bridge components is steadily increasing.

"Besides, the cars we acquire from the pool are not necessarily built according to CN Rail's track and bridge standards so their use is restricted on some of our lines and bridges," he said.

That is why CN Rail decided to not only purchase its own car, but to have it custom-built as well. The 12-axle car has an axle spacing larger than other similar cars. This provides better weight distribution, which in turn means less restrictive use of the equipment. It is also the first high-capacity car which has standard truck components, allowing for faster maintenance and repair work.

The 12-axle car cost approximately half a million dollars.

CN Rail Research Center performed loading tests to make sure the wheels behaved well on curves and did not skip tracks. The tests proved successful and on August 6, the 12-axle's first assignment consisted of moving a 203-ton transformer from the Westinghouse plant in Hamilton, Ont., to Alberta Power Limited in Battle River, near Edmonton.

SEEKING HUGE TRAFFIC

There was a time when railways looked upon dimensional loads as a nuisance. But that has changed and CN Rail is actively seeking that type of traffic and providing the best equipment and service to handle it.

Peter Cale, national manager, ores, minerals, metals, machinery and manufactured products, said that "true, equipment for moving dimensional loads is big and expensive; true, such movements

require long range and extremely precise planning; and true, it is not that convenient to have to clear adjacent tracks, tilt switch stands and track signals and sometimes have one of the rails slightly raised.

"But, on the other hand, we are operating in a very lucrative market which is rapidly expanding.

"There is also another advantage. Having the ability to provide such a service to a client is an asset to CN Rail when recruiting new clients or when seeking more business from existing ones."

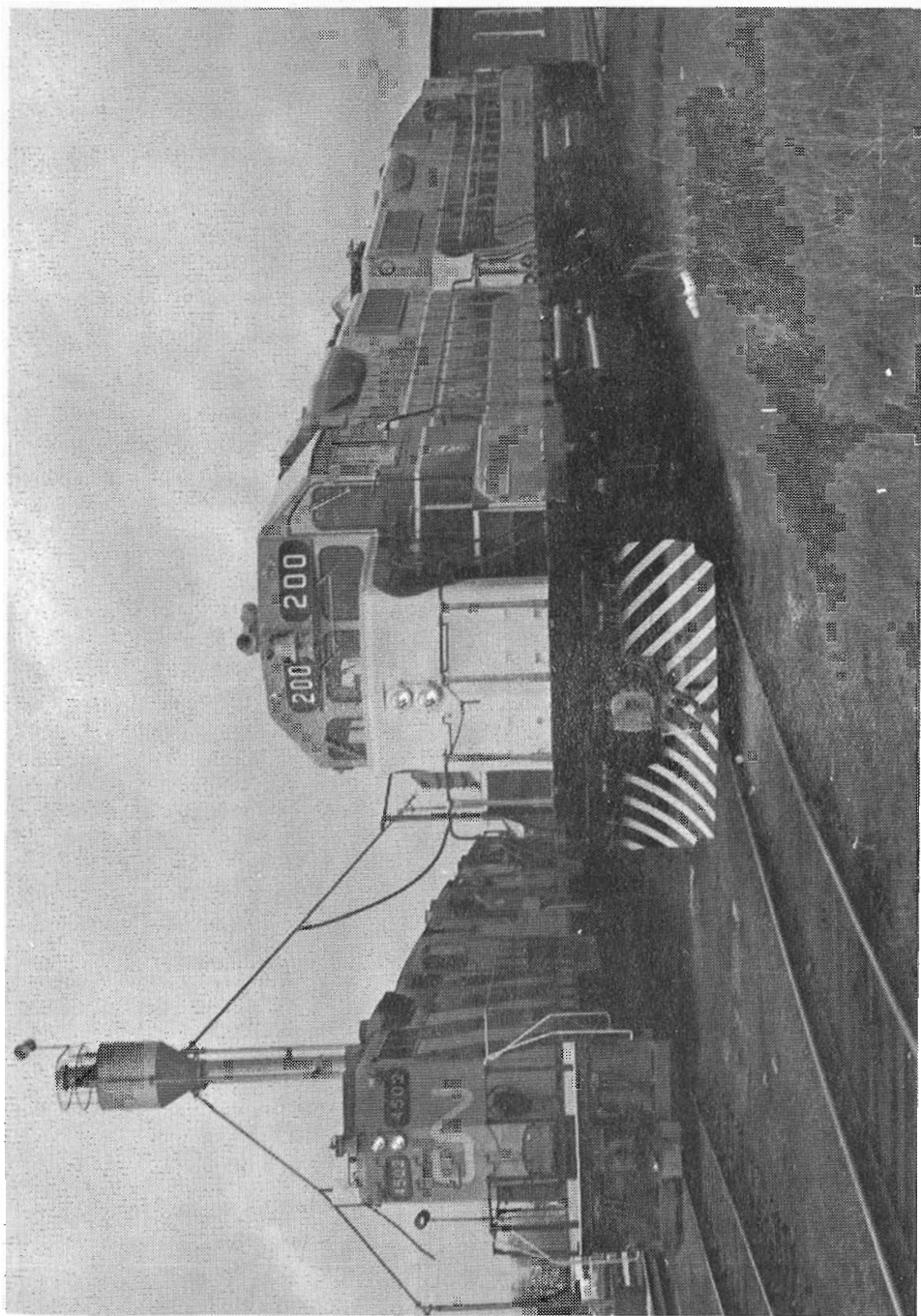
Finally, CN Rail is fulfilling a promise made to the industry several years ago. If the demand for dimensional loads were to increase, the division intended to meet it. Demand is indeed much higher, so CN Rail is living up to its promise.

KEEPING TRACK

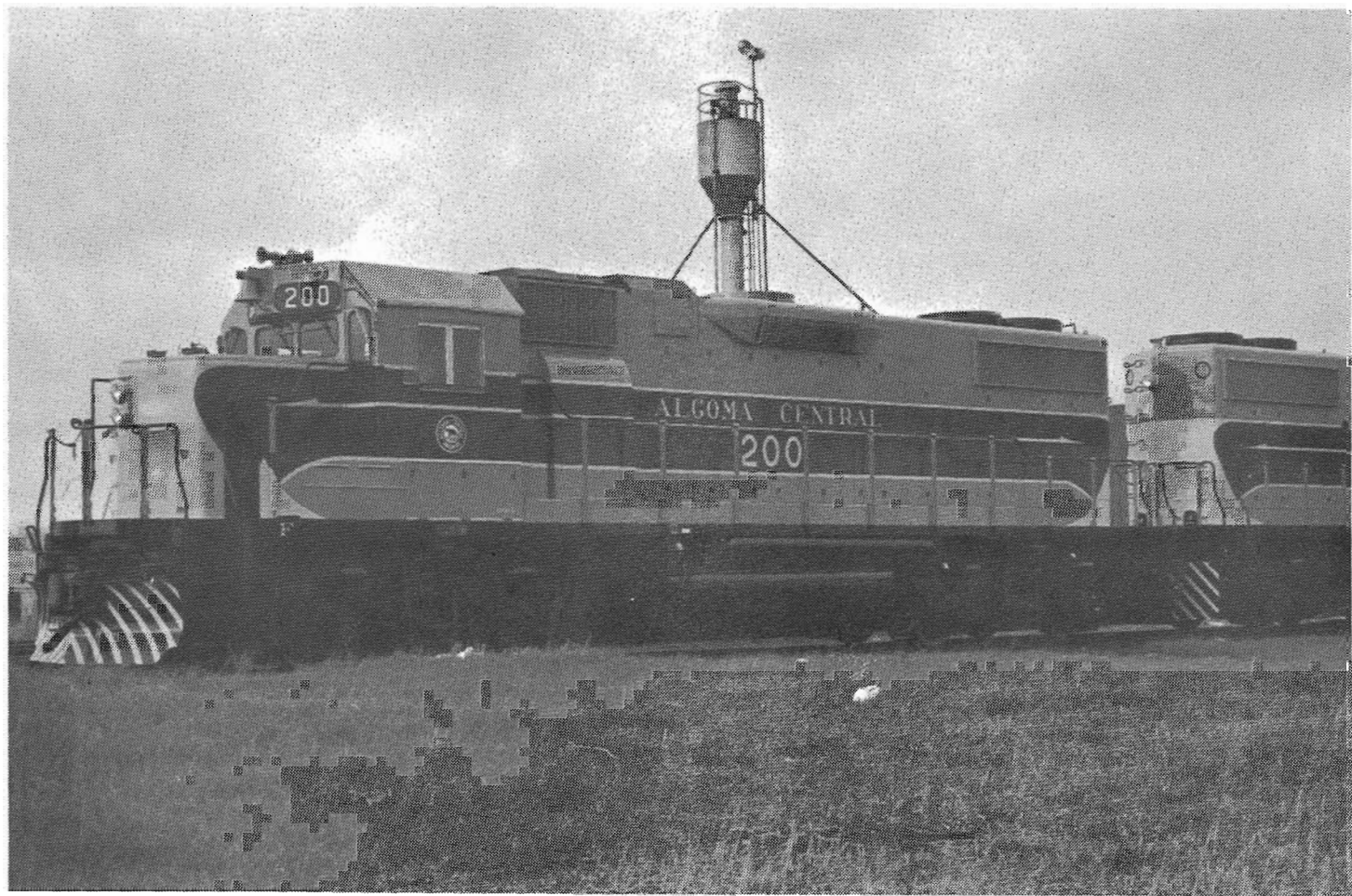
GORDON R. TAYLOR HAS BEEN BUSY PHOTOGRAPHING RAILWAY ACTION IN AND around London, Ontario. Gordon has kindly submitted the following photos of newly outshopped units from General Motors Diesel Division.

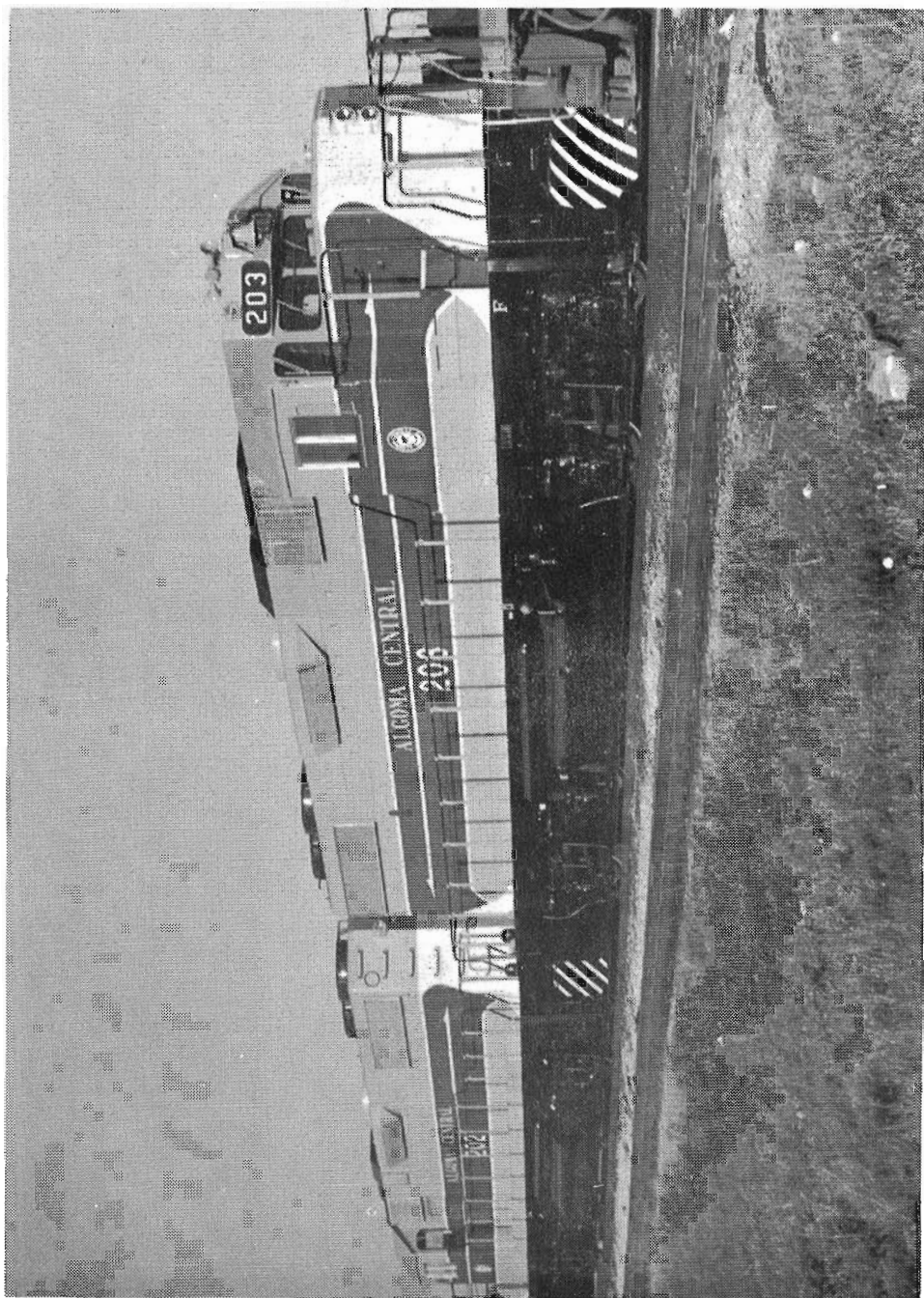


ONE OF FOUR NEW units built for Devco. by G.M. is number 221, shown at London Ontario on March 10 1981. The units are waiting for clearance to be shipped by regular C.N. train.



NEWLY-BUILT UNITS 200 and 201 at C.N.'s engine terminal area at London Ontario on April 24 1981. These units are en route to the Algoma Central.





SIX NEW GP38-2 UNITS for Algoma Central are numbered 200 to 205. 200 and 201 were photographed on April 24 1981, while 202 and 203 are shown on April 29. For the record, 204 and 205 (not shown) were delivered on the evening of April 30.

WINNIPEG - IN THE CROP YEAR ENDED JULY 31, 204,018 CARLOADS OF grain transported by CN Rail were unloaded at terminal elevators in Western Canada, the highest count since the 1971-72 crop year when smaller cars were the norm.

A record 62,386 CN carloads of grain were unloaded at Vancouver despite the loss of the Second Narrows Bridge there for 144 days last winter.

Another record, 21,104 carloads, was set at Prince Rupert. At Thunder Bay the count was 110,410 while Churchill's figure was 10,118.

In addition, CN hauled 4,721 cars of grain from Thunder Bay to the eastern seaboard in 52 unit trains during the winter freeze-up of the St. Lawrence Seaway, to expedite record export shipments.

KEEPING TRACK

CN'S NEWEST CORPORATE TELEVISION COMMERCIALS BEGAN APPEARING IN mid-September.

One of the commercials, filmed in the majestic Rockies near Jasper, points out the vital role CN Rail plays in the transportation of Canada's raw materials.

The finished product belies the amount of planning and co-operation that went into the production of the 60-second commercial.

COSTLY FLYING

Conceived by MacLaren Advertising in Montreal, the commercial's story line called for both ground and aerial photography of grain, coal sulphur, lumber and potash trains.

Faced with helicopter rental charges in excess of \$350 per hour, unsettled weather and significant production crew costs, the advertising agency's production representatives came to Edmonton to meet with Mountain Region transportation and public affairs staff to map out a filming schedule.

While there is no shortage of bulk commodity trains on CN Rail's lines in western Canada, the prospect of getting all five types of trains in the right spot at precisely the right time seemed remote.

SPECIAL TRAIN

It became apparent to Ken Mason, senior transportation control officer, Edmonton, that the most economical solution would be to provide a special train that would include groups of cars with all five commodities.

Through the magic of photography, each commodity group could be made to appear to be a complete train.

In mid-August the 29-car train, dubbed "TV Special", was marshalled in the Jasper yard and, powered by two shiny, new 3,000 h.p. locomotives, was moved in the early morning, pre-dawn hours to Hinton, 40 miles east of Jasper.

At the same time a helicopter was being fitted with a special camera mount that would allow a camera to be suspended outside the helicopter, free of any vibration, while being operated remotely by the cameraman inside the helicopter.

RENDEZ VOUS

With locomotive engineer Ed Chilton at the controls, train "TV Special" moved out of the Hinton yard toward Jasper to begin a series of pre-determined rendezvous with the helicopter.

MacLaren Advertising's art director rode in the locomotive cab and was able to talk with the cameraman aboard the helicopter by means of portable radio.

With the ability to stop, go forward and reverse the train on command, the entire shooting schedule took less than five hours.

Mr. Chilton recalled a number of unusual experiences that he'd encountered while piloting trains in the Jasper area but he admitted "the sight of a helicopter darting alongside, above and in front of a moving locomotive has to rank near the top of the list."

With its aerial photography complete, the production crew moved on to a location near Winnipeg, where, with the help of a second special train provided by the Prairie Region transportation department, they completed the ground shots required to finish the commercial.

KEEPING TRACK

CN RAIL'S PLANT EXPANSION PROGRAM, WHICH WILL SEE THE DOUBLE - tracking of the 310 miles from Edmonton to Valemount by 1988, will soon be in evidence in the Edson area.

Clearing work will get under way next week on a 14-mile section of double track from a point 7 miles east of Edson to a point 7 miles west of the town. There will be no work undertaken within the town limits.

Tenders have been invited for grading and drainage work and contracts will be awarded in early April. The work will be underway by mid-April and is expected to be completed by December.

Next year, CN Rail crews will move in to lay the trackties, rail and ballast, and install railway signalling.

In preparation for the work, CN Rail has rented a 1,600 square-foot trailer to house four of the 20 engineering personnel who will be involved with the project. The remainder will be housed in hotels and motels in the Edson area.

The railway has also rented office space on the second floor of the Royal Bank Building in Edson.

It is anticipated that between 80 and 90 people will be working on the project at any given time. To be completed by the end of 1982, the 14-mile section will cost \$14 million.

CN's plant expansion program is being undertaken to cope with the tremendous increases in rail traffic that have been occurring in the west over the past few years and that is forecast to continue well into the future.

In comparison to the CN Rail system as a whole, rail traffic in the west is growing at a phenomenal rate. In 1978-80, the Mountain Region (which encompasses Alberta and B.C. and part of western Saskatchewan) growth rate approximated nine percent annually compared to six percent for the total system.

Beyond 1980, the region's growth will depend on economic conditions and the rate of resource development in Alberta and B.C.

One of the best indicators of the Mountain Region's future is the measure of traffic on the Edson subdivision, CN Rail's main line between Edmonton and Jasper. This line carries all CN Rail's traffic to the Pacific coast and also coal and forest products to eastern Canada and the United States. The 1978 tonnage on this segment was 43 million gross ton miles a mile and is expected to grow to 66 million gross tons a mile by 1985, a 54 percent increase.

Traffic levels on this line are now at a level where double track is warranted.

A start was made on the double track program last year with two sections between Carvel and Wabamun, a distance of 11 miles; and between Henry House and Jasper, an eight mile stretch.

Construction also commenced last year on a nine and a half mile connection between Tete Jaune on CN Rail's B.C. North line to Prince Rupert, and Swift Creek on the B.C. South line to Vancouver. When completed in 1983 this connection will produce the effect of having 29 miles of double track west of Red Pass Junction.

The two sections of double track started last year will be completed in 1981 and a start will be made on five more sections of double track, including the Edson section, totalling 48.5 miles.

Each section of double track will take two years to complete, with the clearing, grading and drainage work being carried out the first year and the track and signals installed the following year.

The cost of double tracking the 310 miles from Edmonton to Valemount will be about \$450 million.

EDSON LEADER

WHILE EDMONTON'S PROOF OF PAYMENT (POP) FARE SYSTEM IS A NORTH

American first, it will soon be joined by other similar systems in the U.S. and Canada, and it is based in part on successful European concepts in use for over a decade.

Two cities which have nearly completed LRT lines, San Diego and Calgary, plan to introduce POP fares when their rail services begin in the summer, 1981. In addition, managers for bus systems in Portland, Oregon and other U.S. cities are considering setting up similar arrangements.

The POP concept (also known as "self serve fares") evolved in Europe to meet specific needs. While conductors were once used to collect transit fares in Canada and the U.S., the trend toward low capacity buses led to the use of one-man, pay-as-you-enter, fare collection systems. Europeans continued to rely on conductors, as they moved toward higher capacity articulated buses, streetcar trains, or double deck buses, because a single operator could not keep track of several entry doors. When the economic boom of the 1960's and 1970's came to Europe, labour shortages threatened to disrupt staffing of utilities like Transit. At the same time, suburban areas were growing rapidly, with transit lines being pushed out beyond the old central cities.

European transit operators needed a method of carrying more people with less staff, through more complex metropolitan tariff boundaries.

The POP concept resulted from this need. Passengers were given the job of issuing their own tickets, with random spotchecks by fare inspectors to ensure compliance. Just as in Edmonton, a majority of passengers had switched to the convenience of pass travel, so these passengers received a further incentive. Under the POP system, they could bypass ticket booths and walk right onto the train platforms without a second lost, since their pass was their proof of payment. POP lowered costs and provided faster service.



As the Europeans developed their self-serve fare systems, several additional advantages became evident. Some were of a technical nature, while others were of interest to the public. Under the old pay-as-you-enter system on rail lines, a person who

is inside the gates is assumed to have paid a fare. This is an incentive for the occasional individual who is willing to try sneaking over or under a turnstile, or climbing onto a platform from the tracks. Such illegal and sometimes dangerous behaviour is pointless on a POP system, because the person involved still has not obtained a fare receipt. In turn, this allows LRT stations to be built on streets in residential areas without elaborate facilities designed to funnel patrons through fare collection gates.

Another major advantage was the added flexibility in designing transit tariffs. The pay-as-you-enter system restricts the number and types of fares which can be charged, since a bus driver or a fare booth attendant is faced with the need to distinguish between a blurring stream of cash fares, transfers, and a variety of passes. Any fare which requires rechecking, such as a distance-based zone fare, slows down the service for all passengers. The only alternatives are to tolerate a high possibility of fraud, or a great deal of unfairness in the setting of simple zone fares. Other factors will still restrain the types of fares charged, but experience has shown that the POP system can cope with trips sold for any combination of time or distance. This can be done without slowing up the service, since the fare agent's work can be done in waiting areas or on vehicles which are underway.

As Edmonton gains experience with the POP system, it will be possible to explore type of fares which allow for more precise marketing of its services. This could eventually free Transit from its link with the rigid coin fare systems of the past, just as has happened with other utilities.

EDMONTON TRANSIT

AMID THE SNAKING ROADS AND INTERSECTING OVERPASSES IN SOUTHWEST Calgary stands a monument to another age.

The vintage Selkirk steam locomotive has made its home behind the Mewata Armories for about 21 years.

Feb. 22 it will make one last trip when it is moved from its 6th Avenue location to Heritage Park.

Although the locomotive has seen some hard times since it was retired by CP Rail in about 1960, it looks spanking new and ready to hit the rails once again.

And the key to the old steamer's youthful looks is a man named Doug Davidson.

For the past seven years Davidson has nursed the grand old dame along through rust, tarnish and broken water pipes.

He speaks fondly of his attempts to patch up the rare old machine and points out there are only two of the 2-10-4 Selkirk locomotives left.

His ties to the Selkirk go back seven years when he formed the Selkirk Preservation Society and was named guardian of the locomotive, with the city's blessing.

It's a partnership that will remain intact.

Heritage Park officials told him this week they want him to help with the locomotive when it reaches its new home.

Laurie Reiffenstein, assistant manager of Heritage Park, said preparations are under way to move the locomotive from its location at the Calgary Tourist and Convention Association office at 1300 6th Ave. S.W.

If everything goes to plan, the Selkirk will be moving down a set of portable tracks on 9th Avenue Feb. 22.

From 9th Avenue the locomotive will be put onto a CP Rail spur line and taken to 82nd Avenue S.W., near Heritage Station, from where it will later be moved into the park.

The park eventually wants to add a transportation museum to its list of attractions and the old steam engine will fit right in.

Reiffenstein said officials felt more tourists would see the locomotive at Heritage Park than at its present location.

People "of all ages come from all over Canada and as far away as Japan to take a look at that locomotive," Davidson said.

He explains there was a reason why city council decreed in 1966 that the train sit at that particular spot and face a westward direction.

"That's where it belonged, in the west facing the mountains because that's where it worked," he said.

Former Herald columnist Ken Liddell "cooked up" the idea of buying the train in 1965, said Davidson, and through public fund-raising a decision was made a year after a local radio announcer publicized the issue.

About \$15,000 came in and the city put up the balance of the locomotive's price tag of \$20,000 to \$25,000.

Davidson said his fascination with steam locomotive started when he was three years old.

Throughout his life he enjoyed various trips on the passenger steam trains, but he stopped riding trains "when steam stopped."

"When you're in a little station when that locomotive came through it had a smell all of its own of steam and oil. And when it stopped the engine would pant, just like it was alive."



CN Rail is currently taking delivery of 500 gondola cars from National Steel Car of Hamilton, Ontario, at a rate of six per day. The more than 25 million dollar contract covers 100-ton capacity units to carry iron and steel in the form of coils, beams, plates and bars. Above, two Hamilton inspectors check the steel sub-structure before assembling the heavy-duty floor. Some of the completed cars can be seen in the background.

CN Press Release.

VANCOUVER - THE HIGH-TECHNOLOGY, "PEOPLE HOVER" TRAINS DEVELOPED by an Ontario Government Crown corporation have found their first major independent buyer in the British Columbia Government.

The B.C. Cabinet has agreed with its transit advisers and chosen the untried Ontario trains for a \$650-million transit system for Greater Vancouver. A money-back guarantee from Ontario helped clinch the deal.

Commuters are to be riding the trains by 1986 - in time to display the technology to the world when Vancouver celebrates its centennial with an international transportation exposition.

Victoria's decision coincided with the end of three days of snow last week that saw hopelessly illequipped Vancouver slowly strangle in traffic and abandon any pretense at keeping bus schedules.

Now all that stands between long-suffering West Coast commuters and quiet, comfortable and rapid rides to downtown - whirring above and beneath the snarled streets - is a deficit-sharing agreement between Victoria and the municipalities that comprise the Greater Vancouver Regional District.

Municipal endorsement is considered to be a formality - despite the reservations of new Vancouver Mayor Michael Harcourt, worried about "a Montreal Olympics types of disaster". Municipal Affairs Minister William Vander Zalm announced on Saturday that he wants an agreement by Feb. 1.

A measure of the significance Victoria places on its decision, and of the political returns it expects, is Mr. Vander Zalm's assertion: "It's the biggest thing since (former Premier) W.A.C. Bennett was able to announce the Peace and Columbia power projects."

Beating out West German trains for the B.C. transit plum was a breakthrough for the Ontario Government and its Urban Transit Development Corporation.

"I'm pretty elated," UTDC president Kirk Foley said "This is very important. Now we have a big construction job ahead of us, building a 27-kilometre line."

Ontario taxpayers have close to a \$100-million stake in the UTDC venture. It began as a revolutionary, magnetic cushion train that wouldn't work. It was given wheels, and has been running around a 2.5-kilometre test track near Kingston for three years - long on promise and short on buyers.

GLOBE & MAIL

BACK COVER

This advanced light rapid transit system developed by the Urban Transportation Development Corporation Ltd., has been selected for use on a 22.4 Km route between downtown Vancouver and New Westminister. Work on the first phase of the project is scheduled to begin immediately.

UTDC Press Release

