



Newsletter

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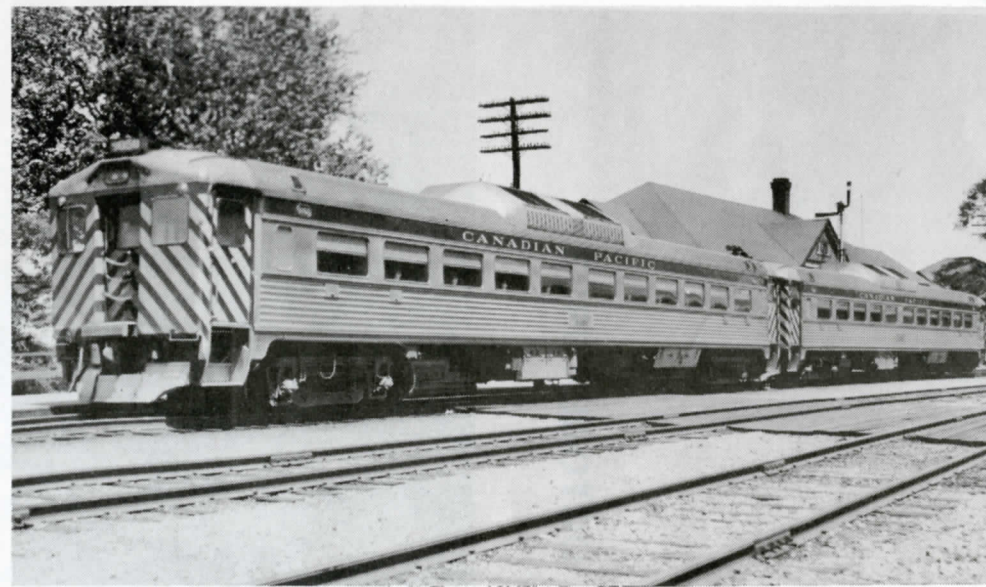
OCTOBER 1982



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



CPR MLW roadswitcher 8466 pauses with westbound Train 35 at the station at Peterboro on April 23, 1960. --Ray Corley photo

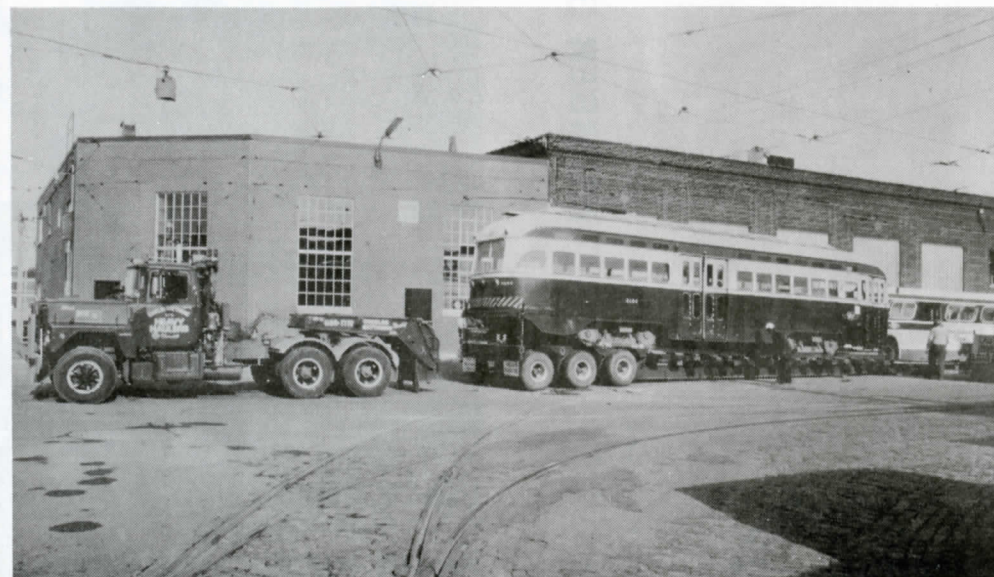


Pictured at the Peterboro depot on May 20, 1955, are CPR RDC-1's 9050 and 9051, the railway's first RDC's, shortly after they entered service on the Peterboro Line. This initial paint scheme comprised yellow and maroon striping on the ends and side doors, and a maroon letterboard with yellow lettering. It was replaced by a modified scheme in the 1960's.

--Ray Corley photo



In its final days operating under the VIA banner, Havelock-Toronto Train 191 passes the station at Locust Hill, Ontario, approaching Toronto. This station had been recently repainted by a group of the train's regular riders on a volunteer basis, as CPR had been unwilling to do so. Sept. 4, 1982. --John D. Thompson photo

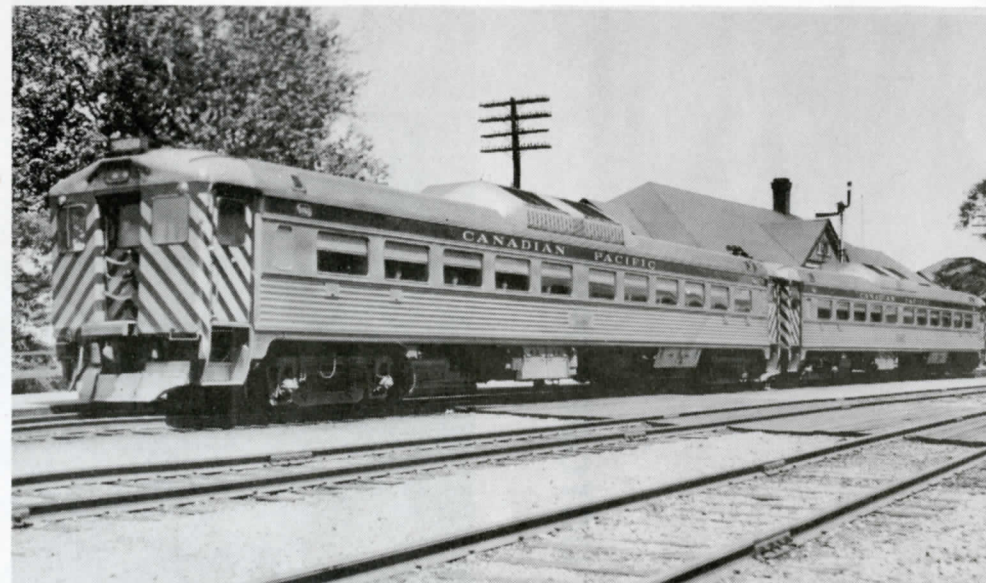


TTC PCC 4684, ex-Louisville Railways, ex-Cleveland Transit System, is loaded aboard a trailer at Hillcrest Shops for movement to the museum of the Ontario Electric Railway Historical Association near Rockwood, Ont. July 9, 1982.

--Dick Glaze photo

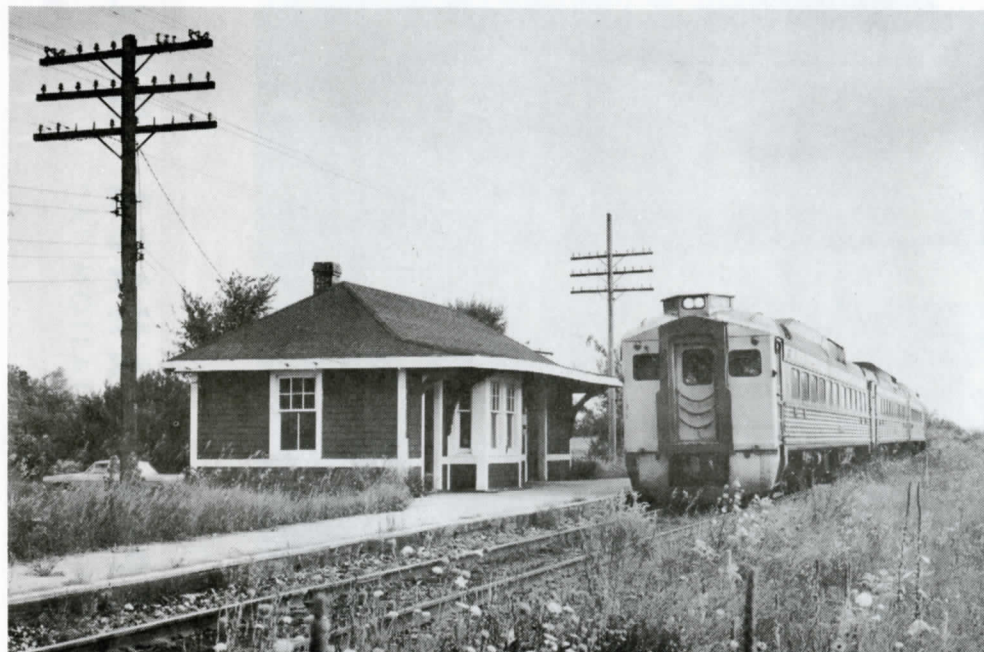


CPR MLW roadswitcher 8466 pauses with westbound Train 35 at the station at Peterboro on April 23, 1960. --Ray Corley photo

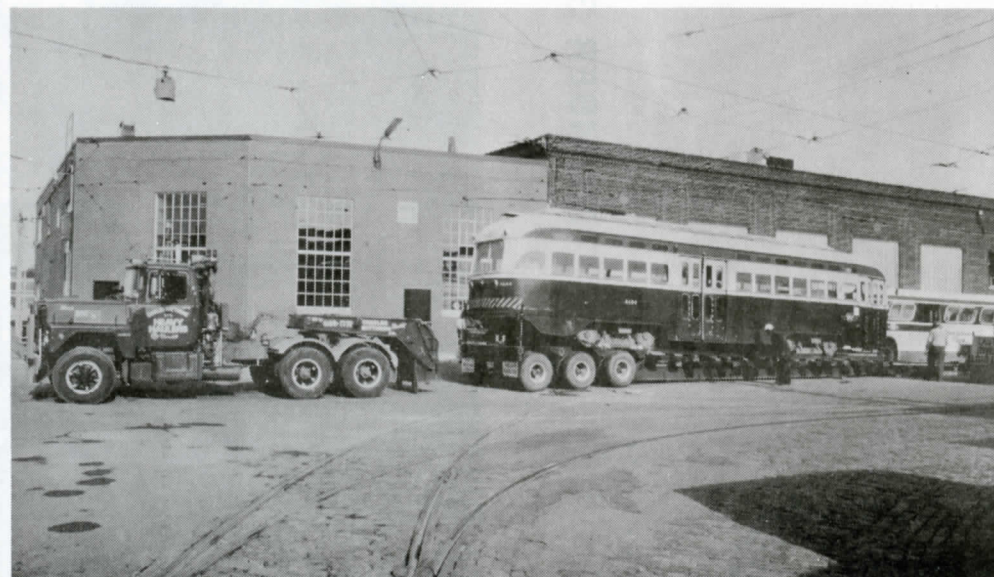


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Peterboro Line Passenger Service

by John A. Maclean

The recent abandonment of the Toronto-Peterboro-Havelock DAYLINER service marks another milestone in the long-drawn-out decline of railway passenger service in Canada. While thought of in recent times as little more than a Toronto suburban service, these runs did in fact comprise the last passenger service on the original Toronto-Montreal main line of the Canadian Pacific Railway, and their withdrawal thus possesses historical significance beyond any inconvenience which may be suffered by the displaced commuters. For many years the CPR operated two separate single-track routes for approximately two thirds of the distance between Canada's two largest cities, the remaining third, shared by both routes, being double-tracked. Thus while the rival Grand Trunk Railway and its successor, the Canadian National Railways, adopted the slogan "The Double Track Route", aficionados of "The World's Greatest Travel System" were quick to point out that their favourite road also had two tracks all the way from Toronto to Montreal-albeit not "double track" in the rulebook sense, as the two tracks were in places as much as 30 miles apart.

This situation came about when it was felt that the original line via Peterboro, built by the subsidiary Ontario and Quebec Railway and opened in May 1884, was inconvenient and inadequate as a main line due to its heavy grades and curvature in the rough country forming the central portion of the route. Double-tracking, realignment and other improvements, such as heavier rail and ballast and automatic block signals, were needed, but it made little sense to implement such improvements on the tortuous central section. Instead, a brand-new single-track line was built on an entirely different alignment all the way from Glen Tay, just west of Perth, to Agincourt in the Toronto suburbs. The new line, known thereafter as the Lakeshore Line as it followed Lake Ontario's north shore for much of its length, possessed the further advantage of serving more large towns with heavy traffic potential than the old route, which became known thenceforward as the Peterboro Line. Technically, by rulebook and operating timetable standards, the Peterboro Line comprised the Peterboro and Havelock subdivisions of the Trenton Division, while the Lakeshore Line was made up of the Oshawa and Belleville subdivisions of the same Division.

With the opening of the Lakeshore Line on 29 June 1914, much of the through passenger and freight traffic was diverted to the new line with its easier grades and curves, leaving the original line, although two miles shorter, to play a secondary role, catering to local traffic and a declining remnant of the through service. Until 1930 the Peterboro Line could at least point with pride to one important through service in the person of Numbers 23 and 24. In those days overnight travel between Toronto and Montreal was heavy enough to justify two trains in each direction every night except Saturday. Trains 21 and 22 operated every night via the Lakeshore Line, but 23 and 24 remained faithful to the old one, and in addition had the distinction of using the North Toronto Station instead of the Union Station. This pair of trains also possessed the interesting feature of being actually through trains between Montreal and Hamilton, routed via the Obico-Canpa cutoff, probably the only passenger trains regularly scheduled on this line, although race trains to and from Long Branch Race Track also used part of it during racing seasons.

North Toronto Station was closed on 28 September 1930, the few local trains still using it being diverted to the Union Station. Numbers 23 and 24, the only trains of main-line stature still serving North Toronto, were discontinued outright and replaced by Numbers 41 and 42 operating between the Union Station and Montreal via the Lakeshore Line, thus providing, with Numbers 21 and 22, two overnight trains about an hour apart over the same route. The Hamilton service formerly furnished by 23 and 24 via Obico and Canpa was replaced by the handling of a through Hamilton-Montreal sleeping car on regular trains between the former city and Toronto Union Station.

The demise of 23 and 24 signalled the end of the Peterboro Line as a significant factor in travel between the Nation's two largest cities, the only remaining through trains being Numbers 35 and 36, dignified in some issues of the timetable by the name DAY EXPRESS, all-day locals taking 10 hours for the 338-mile run and stopping at practically every station. These performed a useful local service, carrying substantial head-end traffic; they also handled a Buffet Parlor car which did good business between Toronto and Peterboro with executives of the important manufacturing enterprises in Peterboro, but was sparsely populated east of that city. Although 35 and 36 operated daily except Sunday, corresponding Sunday service was furnished on much of the route by Toronto-Havelock trains 619 and 620 and by Montreal-Smiths Falls trains 597 and 598, operating on Sunday only on schedules approximating those of 35 and 36, leaving only the centre third of the route without daytime Sunday service.

In the matter of through travel between Toronto and Ottawa, however, the Peterboro Line continued to play an important role for many years. The principal, and for some time the only, direct trains between these cities were overnight trains 33 and 34, carrying coaches and sleeping cars as well as a vast head-end traffic between the two cities via Peterboro. All



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THE SILENT MAJORITY--Every avocational organization has its "silent majority", that large body of members who loyally pay their dues every year, speak well of the group, enjoy its publications, and carefully preserve those publications for re-reading and future reference. This is the type of member who forms the backbone of any society, the type which it cannot do without. What will concern those who have charge of the publications program of the organization is that the silent majority may not be too silent, nor constitute too large a majority. The current membership body of the UCRS, unfortunately, includes an overly large silent majority. The Newsletter has a small coterie of faithful contributors, familiar names to the possessors of which the Editor owes a great debt of gratitude; without their efforts, the publication would most certainly not be what it is. However, the Newsletter could be of much greater value to members and readers if it was the beneficiary of more active participation by other members, those who are presently content to "let George do it". This does not necessarily imply the contribution of lengthy articles, welcome as they are. Reports of any length from your area on motive power observations, train consists or operations, or comments on the railway or transit scene are always gratefully received. If putting things into finished prose is not your forte, do not let that be a deterrent--just set the information out in note form. Remember that whatever you send in does not only assist the Editor--700 members receive the value of what you have to impart, to say nothing of those who may use the Newsletter for research in years to come. The more complete that the publication is in relation to its chosen subject matter, the greater benefit you, along with other members, will receive for your membership dues. Photos for Newsletter use are also welcome, and may be submitted in black and white, colour or 35mm slide form; if their return is requested, please indicate to that effect. Let's have the pages of the Newsletter graced by the names of many more members.



Metropolitan Transit

Apologies if you received a start from the logo appearing to the left. VIA Rail has not modified its logo, nor has it gone into the urban transit field. What is reproduced here is the logo of the San Antonio, Texas transit system, known as VIA Metropolitan Transit. The similarity to what appears on the blue and yellow is rather uncanny; it makes one wonder if somebody stole from somebody.

--Included with this issue of the Newsletter are several streetcar and subway car brochures, courtesy of the TTC Equipment Department. Our thanks to Charlie Bridges for picking them up and delivering them.

--**Prince Edward Island**--Railway service on the island, which has appeared to be in a very dubious position in recent years, will apparently carry on for a while, as evidenced by the construction of a new bunkhouse at Souris to accommodate train crews laying over there for the night. It seems probable that the locomotive facility at Charlottetown will be closed, with all trains to originate at Borden. One factor favouring retention of the Island railway is the expense of road construction and maintenance as there is no local aggregate, and such has to be shipped in from the mainland.

--Lloyd G. Baxter

COVER: CPR Jubilee (4-4-4) engine 2925 charges westward out of Peterboro for Toronto with Train 601, on April 24, 1956. This view was recorded at the CNR diamond just west of the station. The tower has since been demolished. Note the interesting consist of wooden, lightweight steel, and heavyweight steel cars.

--Photo by Ray Corley

through the dark days of Depression and the long years of Pooling, these trains, designated by the unimaginative name NIGHT EXPRESS, carried the bulk of traffic between Toronto and the Nation's Capital. Daytime service was provided by connections, in some cases with through cars, at Smiths Falls or Bedell, and during Pooling at Brockville. An additional overnight train was placed in service between Toronto and Ottawa during the busy days of World War II, operating daily except Saturday nights and using the vacated numbers 23 and 24, but these were routed via the Lakeshore Line. For many years they were not even shown in the public timetable, being treated as far as the travelling public was concerned merely as second sections of 33 and 34.

The local service performed by Numbers 35 and 36 was supplemented on the west end of the line by that of Numbers 601 and 602, catering for small-town residents wishing to travel into Toronto in the morning, spend much of the day in the big city, and return home the same evening. At one time these operated as far east as Tweed, but were later cut back to Havelock, and still later to Peterboro. A little-used Buffet Parlor Car was carried until the early years of World War II, when it was discontinued to conserve equipment and manpower for more important routes. Numbers 601 and 602 were, of course, the ancestors of the recently-discontinued DAYLINER, but for many years the railway seemed to make a deliberate effort to avoid being burdened with commuters on these trains: Number 601 was scheduled to reach the Union Station at 9:15 a.m., just too late for most workers, while Number 602 did not depart until 6:30 p.m., a time inconvenient for homeward-bound suburbanites. A similar service was provided on the east end of the line by Numbers 29 and 30 between Montreal and Perth, the run of 29 being extended to Glen Tay to permit turning the equipment on the wye there before returning to Perth to tie up for the night.

Additional local service was furnished during the Twenties and into the Thirties by mixed trains 621 and 622, operating between Peterboro and North Toronto via Lindsay on a somewhat oddball schedule which may bear summarizing: Number 621 originated at Peterboro at 6:50 p.m. daily except Sunday and rolled along the main line as far as Dranoel (7:32 to 7:43 p.m.), where it diverged onto the Seaboard Line to reach Lindsay at 8:30 p.m. After performing the switching chores beloved of mixed trains, it departed at 9:00 p.m. to regain the main line at Burketon (10:00 to 10:05 p.m.), whence it continued its leisurely way to terminate at North Toronto at 12:40 a.m. Its mate, number 622, departed North Toronto at 12:30 a.m., made Burketon at 2:55 a.m. and departed at 3:05 a.m. to reach Lindsay at 4:25 a.m. Leaving that town an hour later, it rejoined the main line at Dranoel (6:20 to 6:25 a.m.) and tied up at Peterboro at 7:20 a.m., all times daily except Sunday. These times are taken from the timetable effective 1 May 1921, and of course varied somewhat over the years. These trains survived into the early 1930's, and after the closure of North Toronto Station were shown as originating and terminating at Leaside, at least according to the public timetable. It is no secret that their actual terminal point for motive power, equipment and crew, if not for passengers, was Lambton Yard.

Itself little more than a branch line today, the Peterboro Line served in happier times as the main stem for several branches of its own, most of which are now partly or entirely abandoned.

Canadian Pacific

Some notes on these and other points of railway interest may be in order. Proceeding eastward from Toronto, the routes from the Union Station and North Toronto converged at Leaside, as indeed they still do, the old station being a small wooden one some distance west of the newer one which is now a restaurant. A few miles east the Peterboro and Lakeshore lines separated at Agincourt, the arrangement of trackage at that point having been modified somewhat in more recent times when the new Toronto Yard was built. Formerly the actual junction and end of double track took the form of crossovers right at Agincourt station, just east of the level crossing (as it then was) over Sheppard Ave., the two tracks continuing eastward on the same roadbed for over a mile, looking like double track but each carrying the two-way traffic of a separate subdivision, before diverging to go their separate ways. There was no connection between them at the actual point of divergence.

Continuing east through rolling farming country and woodland, the facing junction of Burketon was reached, whence the Bobcaygeon Subdivision diverged northeasterly to reach Lindsay and its namesake town. Two daily-except-Sunday passenger trains served the branch, making direct connections at Burketon with main-line trains to and from Toronto. Summer weekends were enlivened by the passage of the BOBCAYGEON SPECIAL, dedicated to taking Torontonians to the Kawartha Lakes for weekends and vacations. Departing the Union Station early on Saturday afternoons and making a fast run direct to Bobcaygeon, this train returned to North Toronto on Sunday evening, or on Monday evening when Monday was a holiday. The apparently incongruous arrangement of leaving Toronto from one terminal and returning to a different one was not the result of chance: since most people had to work until 1:00 p.m. on Saturday in those days, the downtown station was more convenient for them when rushing from their offices with limited time to make the train, while their return on Sunday or Monday evening was to their homes, and North Toronto was closer to many of the city's residential areas.

About 16 miles east of Burketon lies Dranoel, trailing junction with the Seaboard Line, technically the Port McNicoll Subdivision, extending to that town on far-away Georgian Bay. Those who enjoy investigating the origins of unusual station names may wish to try spelling Dranoel backwards. Nothing originated or terminated at Dranoel, as there is no local population and no facilities were provided, trains off the Seaboard Line continuing along the main line to tie up at Peterboro or Havelock. This line also served Lindsay, appearing on a map to cross the Bobcaygeon line there, although actually the two subdivisions shared a section of joint track, protected by the staff system, for 1.3 miles between Lindsay Jct. on the south edge of town and Lindsay station at its centre. The Seaboard Line was served daily except Sunday by Numbers 605 and 606, originating and terminating at Peterboro and operating as two-car passenger trains until the early 1930's, when they were reduced to mixed status on a similar but slower schedule. A second service between Peterboro and Lindsay was provided by mixed trains 621 and 622 on their

COMPOSITE OF HAVELOCK AND BELLEVILLE SUBDIVISION TABLES FROM CP RAIL EMPLOYEES' TIMETABLE NO. 44, JUNE 1ST, 1982 (MILEAGES BETWEEN KENNEDY AND TORONTO ARE FROM SMITHS FALLS VIA THE LAKESHORE LINE).

curious route from Peterboro to North Toronto. A little later in the Thirties the centre section of the Seaboard Line between Lindsay and Orillia was abandoned, together with that portion of the Bobcaygeon Subdivision between Burketon and Lindsay Jct., leaving the remnants to be combined into a new Bobcaygeon Subdivision extending from Dranoel to Bobcaygeon via Lindsay. This was served by rerouted mixed trains 605 and 606, now making the round trip between Havelock and Bobcaygeon daily except Sunday. These disappeared in 1957, and the outer end of the branch has since been cut back to the outskirts of Lindsay.

Peterboro, the largest city on the line named after it, and an important industrial centre, was never a junction on the CPR, but had a small engine shed and turntable which were home to a locally-assigned switcher and provided overnight accommodation for engines off locals and branch-line runs. Twenty-four miles east is Havelock, a typical small division point where locals originated and terminated and through trains changed crews. While not usually thought of as a junction, Havelock is the starting point for two spurs penetrating the back country north of town, the longer one, to Nephton and Blue Mountain, being a subdivision in its own right no

less than 20 miles long. This line has the distinction of having been built as recently as 1954, and thus never had passenger service. Some miles east of Havelock the main line crossed an obscure and long-abandoned mining company railway known as the Cobourg and Marmora Railway, the sole function of which was to carry ore down to a landing on the Trent River, whence it was barged to Harwood on Rice Lake and there transhipped to rail once more on the remains of the fabled Cobourg and Peterboro Railway. Continuing east through the rock and woodland forming an outcropping of the Canadian Shield, an interesting location was Bonarlaw, where the Havelock Subdivision crossed the line of the Canadian National Railways from Picton and Trenton to Bancroft and beyond on the level at an acute angle. A station of unusual shape in the wide northeast angle served both railways: while neither railway made a conscious effort to ensure convenient connections, a few passengers actually did change trains at this obscure junction, and through tickets could be issued. The writer has sold tickets from Toronto to Bancroft by this route: surprisingly the connections were more convenient and travel time shorter than by the all-CN route via Trenton Jct.

At Ivanhoe and Tweed, the latter now the end of track, the Peterboro line crossed other CN branches, but these did not count as junctions, as the two companies' lines were on different levels and had separate stations. A feature of the public timetables of both major Canadian railways for many years was a table showing the schedules of truck services operated in connection with their respective Express departments. These were of no value to passengers, but were carried for the convenience of commercial interests which habitually used the timetables as "shippers' guides" in routing their Express traffic. Unique among those in the CP folder by reason of its notation "Carries passengers" was the route between Ivanhoe and Madoc, a town otherwise difficult to reach by public transportation in those days. Three round trips were made each weekday and one on Sunday, connecting at Ivanhoe with every passenger train, day and night; running time was 20 minutes each way. Through tickets were sold at CP stations to Madoc, using a special form of ticket having an extra coupon to cover the vehicle transfer.

The next junction, and an interesting one, was Sharbot Lake, meeting point of the Havelock and Kingston subdivisions. Here Numbers 35 and 36 connected with both north- and southbound Kingston-Renfrew mixed trains 613 and 614, these latter being involved in long waits, in one case as much as three hours and twenty minutes, to connect with the main-line trains in both directions. There was also a second mixed train on the south half of the K&P Line (named after the company which built it, the Kingston and Pembroke Railway) between Sharbot Lake and Kingston, Number 617 arriving at Sharbot Lake at 1:00 a.m. and Number 618 departing at 5:10 a.m., both daily except Sunday; these carried a through Express Car on an overnight service between Toronto and Kingston in connection with night trains 33 and 34 on the main line. Finally, as far as the Peterboro Line as a separate entity is concerned, came Glen Tay, where the busier Lakeshore Line converged from the right, bringing with it the accoutrements of big-time railroading so lacking on the older line: heavy rail and crushed rock ballast, automatic block signals and, in more recent times, Centralised Traffic Control. Facilities at Glen Tay were minimal, comprising the junction switches and necessary signals, a large two-storey station and a wye between the two lines, as all trains off both lines continued east on the high-speed double track to Perth, Smiths Falls and beyond.

After the numerous changes of the early 1930's, as described above, the Peterboro Line and its branches settled down into a 20-year period during which nothing changed very much. The Pooling of passenger services in the territory implemented by the two major railways in 1933-34 affected the line only marginally: Numbers 33 and 34 became Pool Trains, but the only difference was the addition of a couple of CN sleeping cars in their olive green livery among the otherwise all-maroon CP equipment. Numbers 35 and 36 were never shown in the timetables as Pool Trains, but a little-known provision of the agreement allowed them to accept CN tickets from Peterboro to common points east such as Smiths Falls, or even all the way to Montreal. Service between Toronto and Peterboro was never pooled; thus tickets between these cities were not interchangeable. Even World War II, which brought vast increases in travel on many routes, affected the territory under discussion only moderately, such increases in carryings as did occur being accommodated without major upheaval.

It was not until 26 September 1954 that an event took place which startled observers: the CPR placed a new train in service between Toronto and Peterboro on a schedule far faster than anything seen previously. On the date mentioned single-car DAYLINERS 603 and 604 commenced daily-except-Sunday operation on a timing of one hour and twenty minutes for the 76.5-mile run, about three-quarters of an hour quicker than any other train on the route. The fast schedule was made possible partly by the peppy performance of the Budd RDC equipment and partly by cutting out all intermediate stops except Leaside and Agincourt. Unfortunately, this turned out to be the last improvement ever made in passenger service on this line, as it was not many years before retrenchment became the order of the day, here as elsewhere in North America.

Early in 1957 Toronto-Peterboro locals 601 and 602 were converted to DAYLINER operation and extended to Havelock, and with the 28 April 1957 change of time Number 601 was advanced to reach Toronto at 8:50 a.m., a time convenient for commuters. While its mate, Number 602, still left the city too late for homeward-bound suburbanites, a situation soon developed whereby many ingenious residents of the developing Agincourt area, long starved for direct and swift transportation to and from downtown Toronto, started commuting on Number 601 into the city each morning and returning home on the CN train leaving the Union Station at 5:35 p.m. for Lindsay and beyond; this let them off at Agincourt at a different station from that which they started their day, this problem being solved by having their wives or teenage family members drive them to the CP station in the morning and meet them at the CN station in the evening. Others drove their own cars, parking them in downtown Agincourt midway between the two stations and walking to the CP station, returning on foot from the CN station to their cars in the evening. It was many years before the schedule of the outbound evening DAYLINER replacing Number 602 was changed to 5:30 p.m., finally allowing Agincourt commuters to travel by the same route in both directions.

Local passenger service east of Havelock was killed off on 23 April 1960 when Numbers 35 and 36, the erstwhile DAY EXPRESS, made their last runs, carrying head-end traffic and coaches only, their Parlor Car having been dropped a couple of years earlier. Overnight trains 33 and 34 continued to operate on this part of the line, but in the middle of the night and serving the major stations only. 35 and 36 were partially replaced by an additional DAYLINER run between Toronto and Peterboro, as the company was still interested in maintaining this section as what would today be called an intercity corridor. Surprisingly, twice-weekly mixed train service continued for a time between Sharbot Lake and Renfrew, although it no longer had anything with which to connect at Sharbot Lake, nor did it make a good connection with anything at Renfrew. Mixed service had already been discontinued between Sharbot Lake and Kingston some time earlier, when that north of the former junction was cut from daily-except-Sunday to tri-weekly, and thence to twice a week.

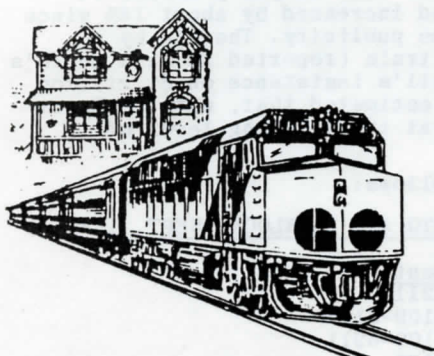
Many readers will remember the exciting days of 1965 when the two major railways announced the termination of the long-standing agreement for pooling passenger service between Toronto and Montreal, Toronto and Ottawa, and Montreal and Quebec, leaving each company free to pursue its own objectives in this area. It was thought by many that the resulting competition would result in some long overdue improvements in these services, and CN did indeed embark on such a program, which has continued--off and on--to the present day. It was also thought by many others that CP's idea of pursuing its own objectives would result in abandoning passenger service in the territory as soon as possible, that company's antipathy to passengers and passenger trains having been demonstrated already in other areas. This did eventually turn out to be the case, but for three glorious months in late 1965 and early 1966 we were treated to the novel experience of revitalized CP passenger service between Toronto and Montreal, with the inauguration on 31 October 1965 of new trains 21 - THE ROYAL YORK and 22 - LE CHATEAU CHAMPLAIN, complete with domes, no less, via the Lakeshore Line in five hours and forty-five minutes, the fastest schedule ever attempted over CP rails between Canada's two largest cities. The Peterboro Line's share in this renaissance was more modest: Numbers 33 and 34 shed their long-established overnight schedule, their sleeping cars and their head-end traffic to become Toronto-Ottawa DAYLINERS. While running time was creditable in view of the line and the number of stops involved, the lack of meal service, not to mention First Class accommodation, made these inadequate as a through service between Toronto and the Capital City. In any case, it was all too good to last and out of character for the freight-oriented CPR, which bowed out of the Toronto-Montreal and Toronto-Ottawa markets on 23 January 1966, when Numbers 21, 22, 33 and 34 all made their last runs, leaving the Lakeshore Line with no passenger operation whatever, the same applying to the Peterboro Line east of Havelock. The Toronto-Peterboro-Havelock part of the line finally became a self-contained corridor operation, served entirely by DAYLINERS, which gradually declined to the remnant finally abandoned last month.

As most readers know, the Peterboro Line is now abandoned from Tweed to Glen Tay, as is the K&P Line south from Sharbot Lake to Tichborne, where it still connects with the Lakeshore Line for Kingston, as well as from Sharbot Lake north all the way to Renfrew. The attractive village of Sharbot Lake, gateway to a beautiful lakeland and once a (more or less) bustling junction, is no longer on the railway map. One can no longer ride on a train alongside the many picturesque lakes which dot the Shield country between Havelock and Perth, and the highway which now carries all traffic through the area seems to have been purposely built so as to miss most of these. Nor for that matter is it possible to ride a passenger train on any of the routes mentioned in this article, as they are now without exception operated for freight service only, even where track is still in place.

VIA → GO *September 7*

As the final stage of implementation of the 1981 trimming of VIA Rail services by Minister of Transport Jean-Luc Pepin, the Barrie, Stouffville and Havelock services came to an end between September 3 and September 6. The first two named services, which were entirely commuter in nature, were terminated on Friday, September 3rd, while the Toronto-Peterborough-Havelock runs, which were commuter if you work for the Federal Government, and intercity if the Province of Ontario is your employer, were withdrawn after the operation on Labour Day, Monday, September 6th. (If you do not work for either government, but were a regular rider on the trains, you do not care how they were classified; all you know is that a convenient, comfortable service that had it all over driving is gone, apparently forever). The Stouffville service was assumed in full by GO Transit, as was the Toronto-Bradford segment of the Barrie run (with a bus connection from Barrie). VIA Trains 631 and 632, normally operated with a brace of RDC's, made the 29-mile Stouffville trips, while Trains 146 and 147, with conventional locomotive-hauled equipment, ran the 63 miles between Barrie and Toronto and vice versa. As cut back to Bradford, the rail service now extends 42 miles from Toronto.

The greatest reaction to the changes, obviously, was in relation to the loss of the weekday RDC-operated Havelock trains, Nos. 187 and 188. Despite the best and continuing efforts of the Toronto-Peterborough-Havelock Line Passengers Association to save the train, or to have it replaced by a GO Transit operation, this last remnant of passenger service on the CPR's Toronto-Montreal lines was consigned to oblivion. While the Toronto Globe and Mail reported that a party-like atmosphere reigned aboard Train 188 on its last run to Havelock on the 3rd, comments made by individual passengers to the reporter told the tale as to how they really felt about the discontinuance of the service. Such included "it's just asinine to destroy this"; "it ends a camaraderie (among the passengers) which we will never see again"; "well, that's the way a banana republic is run" (referring to the lack of a public hearing on the abandonment); "even if you knew it existed, they'd tell you at Union Station that it didn't"; "this is a real



Bradford Train Service

Commencing September 7, 1982

- Toronto Union Station • Maple • King City • Aurora
- Newmarket • Bradford & bus connections north to Barrie

GO Train service between Bradford and Toronto Union Station starts Tuesday, September 7, 1982, the result of the Ontario government's decision to fill the void left by VIA Rail's abandoning of its weekday service on the line.

The switch to GO service will mean minor changes for commuters now using the VIA train. The schedules will alter by no more than a minute or two and the same station locations will be used, except for St. Clair Avenue which will no longer be served. A complete schedule may be found on the back of this notice.

UNION STATION

The Bradford GO Train passengers will continue to use the Great Hall and the intercity concourse as they do now and will enter gate 13 for their train.

BUS FEEDER SERVICE

GO will provide a feeder bus service between Barrie and Bradford to connect with the train. The bus will operate from the Barrie Bus Terminal at Maple and Simcoe via Highway 11, serving Painswick, Stroud, and Churchill. The bus will stop on being flagged down at any safe place along the route to board passengers, and a single GO ticket between any point on the bus route and any rail point will allow a passenger to ride both the bus and train.

TICKETING PROCEDURES

GO's normal ticketing procedures will apply to the Bradford GO Train. Passengers must have deposited the entry portion of a two-part ticket or have shown the ticket attendant a valid monthly pass before gaining access to the station platform. The exit portion of the ticket is deposited or the pass again displayed on leaving the system. The train crew will not collect tickets aboard the train.

TICKETS - HOW TO SAVE

GO sells tickets in three ways: single-ride tickets, ten-ticket books, and monthly passes. For regular users, the ten-ticket books are sold at a discount of 10.5% off the regular one-way fare, while the monthly pass, good for unlimited use during the calendar month between

the points on the pass, is priced 22.5% below the cost of 40 single rides. And, you can use your VISA or Mastercharge card to purchase monthly passes, but only at Union Station. You can determine your own fare from the chart printed on the back of this notice.

TICKETS - WHERE TO BUY

Subsequent to September 7, GO tickets and monthly passes may be purchased from the ticket attendant at each station, from the GO ticket counters in the GO Transit Union Station concourse (Note that no GO tickets will be available in the area of Union Station being used by passengers boarding these trains, but only in the adjacent GO Transit concourse), or from the following ticket agencies:

Aurora: Lynn's Stained Glass, 71 Yonge Street South
 Bradford: European Bakery, 21 Barrie Street
 Newmarket: Newmarket Bus Terminal, Yonge Street
 & Davis Drive
 Barrie: Barrie Bus Terminal, Maple Avenue
 & Simcoe Street

SPECIAL ARRANGEMENT FOR SEPTEMBER 1, 2 & 3

GO has made a special arrangement with VIA to have GO monthly passes for September accepted on the VIA train September 1, 2, and 3. This will allow passengers who wish to use a GO monthly pass to achieve full value from the September pass.

Note, however, that prior to September 7, GO monthly passes for the Bradford train will be available only from the ticket counter in the GO Transit Union Station concourse and the listed ticket agencies - not from the on-line stations.

NEED MORE INFORMATION?

GO's telephone information operators will be pleased to answer your questions about schedules and fares and are also able to tell you if your train is on time. The telephone information centre operates seven days a week from 0700 (0800 on Sunday) until 2300.

To reach GO, call **630-3933**

Newmarket/Aurora - 773-5377

Bradford - 1-800-268-1983 (Toll free)

political hack job; the Federal Government wouldn't give us the time of day when we tried to meet them"; "the least they (the Provincial Government) could have done is put pressure on Ottawa". The passengers pointed out that patronage on the run had increased by about 18% since the mid-1981 announcement of the train's demise had given it some publicity. The bid by a group of Peterborough businessmen to operate their own commuter train (reported in last month's Newsletter) appears to have run into a dead end because of CP Rail's insistence on \$1 million annual revenue before it would grant trackage rights. The group estimated that, with a slight fare increase, they could have grossed about \$750,000 per annum at the existing level of ridership.

A tabulation of the last trips on the Peterborough Line is as follows:

LAST RUNS OF VIA RAIL PASSENGER SERVICE ON CP RAIL BETWEEN TORONTO AND HAVELOCK, SEPT. 1982

			Depart	Arrive	Equipment
Fri., Sept. 3	No. 187		Havelock 0610	Toronto 0850 O.T.	6109-6211
" " "	" 188		Toronto 1730	Havelock 2000 O.T.	6211-6109-6135
Sat., " 4	" 191		Havelock 0710	Toronto 0950 O.T.	6135-6109-6211
" " "	" 188		Toronto 1730	Havelock 2000 O.T.	6211-6135
Sun., " 5	" 189		Havelock 1745	Toronto 2025 O.T.	6135-6211
" " "	" 190		Toronto 2130	Havelock 2400 O.T.	6211-6135
Mon., " 6	" 189				
	(Extra)		Havelock 1745	Toronto 2040 15 min. late	6135-6211
" " "	" 190*		Toronto 2140	Havelock 0010	
			(10 min. late)	(10 min. late)	6211-6135
Tues. " 7	Extra		Havelock 0055	Toronto 0330	6135-6211

(Return movement of deadhead equipment; Conductor and Assistant Conductor stayed on duty additional two hours and 30 minutes account ticket office not open).

* No. 188 running four hours late by train order to duplicate No. 190's schedule on holiday Mon.

Notes: Regular conductor J.B. Coburn made last trip Sept. 1st and returned on 2nd; then annual vacation to pension; he took early pension under VIA agreement (age 58) effective Nov. 1; Jack Coburn, Kirby Cameron, Pat O'Donnell, Ross Ostrander and Ted Beam were long-time regular crew; Chester Hajzer, a spare trainman/conductor who frequently worked passenger.

Passengers on the last run of Train 147 between Toronto and Barrie on September 3rd also displayed some emotion relative to the end of their familiar conveyance even though, in their case, a replacement service was to be provided. As a symbol for the occasion they carried aboard a coffin painted in VIA colours, after having sent their felicitations upstairs to VIA offices in Union Station (it would be interesting to know what was said in that communication).

GO TRAINS 5 AND 6--Even though the new services were not publicized under those numbers, the Bradford and Stouffville trains constitute GO Transit's 5th and 6th rail corridors; considering the Lakeshore Line as two services, there are now seven railway lines radiating from Toronto Union Station upon which the big green GO logo can be seen. To mark the assumption of the former VIA services, TATO issued the following news release, which includes an historical summary of those services:

"The Province of Ontario comes to the rescue of hundreds of abandoned commuters today. GO Transit is now responsible for commuter rail service on the Toronto-Bradford and Toronto-Stouffville lines, expanding its GO Train network to six corridors. VIA Rail's service, which linked Toronto with Barrie and Stouffville, ended last Friday, and GO's takeover of the operation ensures continued transportation for hundreds of passengers. Using single-level equipment, the GO service consists of a rush-hour round trip on each line every weekday, the same frequency as before, and connects Toronto's Union Station with Stouffville in the north-east and Bradford in the north.

The Stouffville train serves Agincourt, Milliken, Unionville, Markham and Stouffville, with connecting GO Bus service for Goodwood and Uxbridge; the Bradford train serves Maple, King City, Aurora, Newmarket and Bradford, with GO Bus connections for Churchill, Stroud, Painswick and Barrie. The former VIA stations have been upgraded for the GO type of commuter operation, and all stops now have a standard paved platform for access for the entire length of each train.

GO Transit's role in the two new rail corridors began in March this year when the Province, in the Speech from the Throne, announced that GO would assume responsibility for the abandoned services. The two lines were among several across the country cancelled by the Federal Government in August, 1981. The decision to take over came after Ottawa's repeated refusals to retain three of the services: the Barrie and Stouffville lines and the Toronto-Havelock route. Queen's Park eventually accepted responsibility for the first two only because they were essentially commuter services, but not the Havelock run which operated outside the Toronto commuted area as an intercity service. Although the Federal Government historically has acknowledged responsibility for intercity services only, the Barrie and Stouffville lines have been commuter services since the time they were created as such by Ottawa.

The Stouffville line's history began in 1962, when the Board of Transport Commissioners (the predecessor of the Canadian Transport Commission's Railway Transport Committee) cancelled all remaining passenger train service on (CN's) Toronto-Lindsay-Bellefonte run except a single, one-way weekday train from Toronto to Markham. After public hearings in 1970, the RTC in 1971 ordered Canadian National Railways to extend the Toronto-Markham run to Stouffville and provide weekday rush-hour service in both directions. The new service began on June 28, 1971, and, like the Toronto-Barrie service, came under the wing of newly-formed VIA Rail on April 1, 1979. The

• BRADFORD SERVICE

				ADULT FARES TO TORONTO		
LOCATION		DEPARTURES SOUTHBOUND	DEPARTURES NORTHBOUND	ONE WAY	10 TICKET BOOK	MONTHLY PASS
BUS	BARRIE	LV 0625	AR 1905	\$5.20	\$46.50	\$161.
	PAINSWICK	0635	1855	4.90	44.00	152.
	STROUD	0640	1850	4.90	44.00	152.
	CHURCHILL	0647	1843	4.45	40.00	138.
	BRADFORD Barrie & John St.	0700	1831			
	BRADFORD GO Stn.	Transfer to train LV 0710	Transfer to bus AR 1827	3.45	31.00	107.
TRAIN	NEWMARKET	0723	1812	2.90	26.00	90.
	AURORA	0730	1806	2.65	23.75	82.
	KING CITY	0740	1756	2.30	20.75	72.
	MAPLE	0747	1748	1.85	16.75	58.
	TORONTO UNION	AR 0820	LV 1715			

• STOUFFVILLE SERVICE

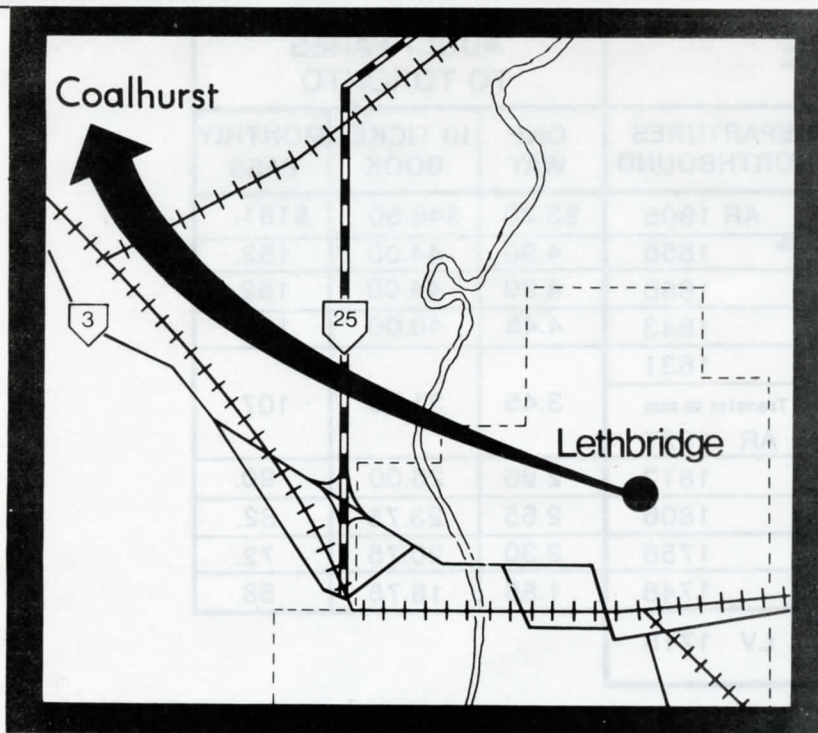
				ADULT FARES TO TORONTO		
LOCATION		DEPARTURES SOUTHBOUND	DEPARTURES NORTHBOUND	ONE WAY	10 TICKET BOOK	MONTHLY PASS
BUS	UXBRIDGE	LV 0635	AR 1840	\$3.90	\$35.00	\$121.
	GOODWOOD	0645	1830	3.60	32.25	112.
	STOUFFVILLE	Transfer to Train LV 0710	Transfer to Bus AR 1815	3.20	28.75	99.
TRAIN	MARKHAM	0720	1805	2.25	20.25	70.
	UNIONVILLE	0726	1759	2.25	20.25	70.
	MILLIKEN	0732	1753	2.25	20.25	70.
	AGINCOURT	0738	1747	1.95	17.50	61.
	TORONTO UNION	AR 0805	LV 1720			

Barrie line dates from October, 1969, when a local passenger group organized a one-day trial trip between Toronto and Barrie. In 1972, an experimental commuter service operated again, this time with Federal funds, and lasted almost two months. After public hearings in 1973, the RTC in 1974 ordered CN to provide a commuter service between Toronto and Barrie; this was launched on April 1, 1974, and came under VIA's jurisdiction in April, 1979. Ridership just before GO Transit's take-over averaged 500 passengers daily on the Barrie line and 300 on the Stouffville service".

Accompanying this article are a reproduction of a brochure which was handed out to Barrie line passengers prior to September 7th (one of identical format was distributed to Stouffville passengers) and combination timetable-fare charts for both services. The Stouffville train is accessed by way of Gate 12 at Union Station. One indication as to how some passengers have benefitted from the changeover is that the monthly pass from Stouffville is now priced at \$99 whereas, under VIA, the same pass cost \$137.

To time of writing, GO Transit has been operating identical consists on the two services, i.e., six single level cars at the outset, since reduced to five cars, but representing a very significant increase in capacity over the predecessor service in the case of the Stouffville run. Because of a current shortage of auxiliary power control units, locomotives have been used on both ends of both trains, consisting of CN Tempo unit 3152 and a GO Transit 700 series GP40 on the Bradford trains, and CN 3154 and a GO 700 on the Stouffville service. In accordance with GO Transit practice on other lines, equipment is stored at the outer terminals over nights and weekends; a new siding has been installed at Bradford for this purpose. Crews are being deadheaded back to Toronto by taxi as required.

--Appreciation to GO Transit and Dave Stalford for portions of the foregoing

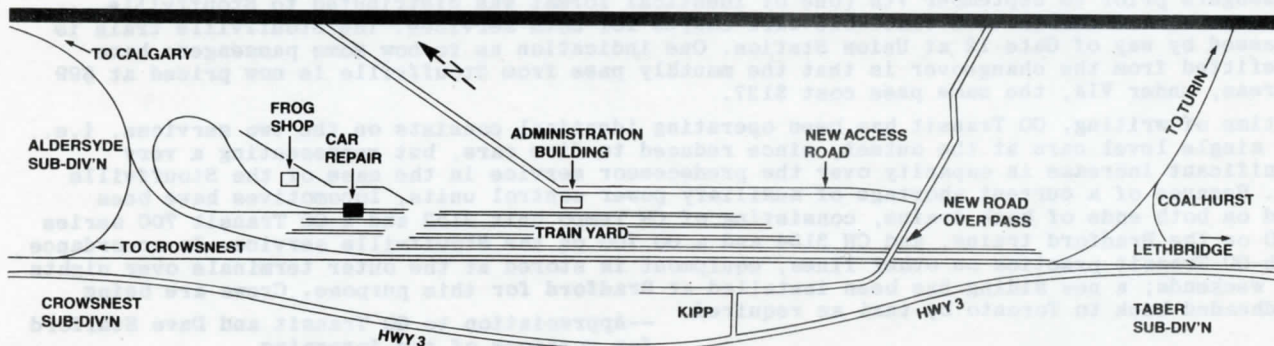


Lethbridge Relocation Project

CP RAIL LETHBRIDGE RELOCATION PROJECT--CP is in the process of relocating its Lethbridge Yard some eight miles to the north-west, at Coalhurst, Alberta. The new yard, as will be seen on the schematic map reproduced herewith, lies between the junction points of the main line (Crownsnest and Taber Subdivisions) with the Aldersyde and Turin Subdivisions. The project, initiated in 1975 by the City of Lethbridge, later came under a Project Agency in which the city was partnered with the Province of Alberta in an agreement with CP Rail; this agreement was approved by Lethbridge voters in October, 1980. A number of sites were considered for the new yard, with Coalhurst ultimately judged best from an operating viewpoint. Public information meetings were held in Coalhurst involving officials and residents of the village and surrounding County of Lethbridge, prior to application to the Canadian Transport Commission. At these meetings, assurance was given by the Alberta Transportation Department that a new road overpass would be completed by the time that the yard is in operation. In June, 1981 CP Rail was granted authority by the CTC to undertake the project, which is now progressing on schedule with completion expected by the end of this year.

The new yard occupies some 130 acres of land on the north-east side of the Crownsnest Subdivision. The east end of the yard is almost one mile west of Coalhurst station. A car repair shop, a frog shop, a maintenance of way shop and a fuelling facility for locomotives will be located near the west end of the new yard, about two miles from the Village of Coalhurst. The principal administration building will be served by a new access road on the north-east side of the yard and will be located at about the mid-point of the latter. This building, the contract for which is held by Poole Construction Co. of Calgary, will house the operating, customer service and marketing and sales offices; it will feature an energy saving passive solar heating system which involves burying all but the south wall to the roof to protect against wind chill and to effect cooling in summer. The passive solar system, which is backed up by a conventional natural gas system, is expected to reduce energy consumption by between 30% and 40% from that which would be used in a similarly sized building of conventional configuration. The yard will be the operating base for some 300 CP employees. The sidings at the Coalhurst station will be removed when the new yard is in operation, except for one track which serves an elevator company.

The agreement between the Project Agency and CP Rail involves a cash payment to the latter and a land exchange. The Agency provided land for the Coalhurst Yard, a five-acre site for an



industrial yard on the east side of the City of Lethbridge at Churchill Industrial Park, and a 100-foot wide main line corridor through the city. In return, some 88 acres of CP land plus 72 acres owned by CP's Marathon Realty subsidiary in Lethbridge are being transferred to the Project Agency for downtown redevelopment. The cash payment of \$25.2 million to CP covers the cost of relocating the yard and other facilities to the new site. --Information from CP Rail



In recognition of the fact that both Calgary and Edmonton are cities exhibiting rapid growth, and that close to three million trips a year are made between the two cities by all forms of travel, VIA Rail has embarked upon a serious proposal to develop an effective corridor service to capture a goodly portion of this traffic. While more in the realm of speculation, the link could also have the potential of counteracting some of the ill effects of the Pepin removal of transcontinental service through Edmonton, provided that appropriate connections could be made with the CANADIAN at Calgary. VIA hopes to be in a position to inaugurate an improved service, as the first phase of a longer range upgrading, in the very near future. The key to this will be success in negotiation with CP Rail of an acceptable agreement for the use of that company's trackage for the four-mile link between the present South Edmonton terminal (CP) and the CN station in downtown Edmonton. A study team comprising representatives of VIA, CN, CP, the Province of Alberta and the City of Edmonton has been established to attempt to devise an operating arrangement and it has been hoped that such could be finalized this month (October 1982). At last report, however, VIA and CP were still some distance apart on this: the latter wants VIA to underwrite the \$15 million cost of relocating the existing intermodal (rail/truck) facilities in the area, together with a further \$750,000 to upgrade the track for passenger service. VIA Rail has rejected these costs as unjustified in the circumstances. CP is further seeking, presumably to convenience its freight operations, actually to lengthen by 20 minutes the present VIA schedule between Calgary and South Edmonton. VIA responds that this would be counter productive in terms of its immediate plans for improvements and would undermine all efforts toward future improvements.

A provisional plan for the new service, intended to be operated between January 1 and December 31, 1983, has been submitted to the Canadian Transport Commission. It calls for fewer stops, on-board food and beverage service, increased weekend service, and minor changes to the fare structure to provide incentives. The CTC decision is anticipated immediately and would be expected to resolve the CP-VIA dispute on the downtown Edmonton service extension. Over the longer term, following the experimental year's operation, new equipment, presumably LRC sets, would be introduced. The feasibility of a new servicing facility at South Edmonton is also being investigated. It is certainly to be hoped that the anticipated CTC decision will result in this rail passenger corridor improvement scheme being fairly launched and that it will capture an increasing share of the market between the two Alberta cities.

TORONTO-CHICAGO SERVICE DRAWS NEARER--The stage is being set for the re-establishment of one of the great traditional international rail passenger links between Canada and the United States: the Toronto-Chicago CN-GTW route via the St. Clair Tunnel (Sarnia-Port Huron). VIA Rail is now in the final stages of negotiations with Amtrak leading to inauguration of the integrated operation which, at time of writing, was targetted for October 31st (fall timetable change). Actually, four organizations are involved in the plan, the two passenger carriers, the Province of Ontario and the State of Michigan, and they are working toward a service agreement. The current plan is to operate one train per day each way on a schedule as follows:

<u>Westbound, daily except Sunday</u>	<u>Eastbound, daily except Sunday</u>	<u>Westbound, Sun. only</u>
Leave 0815 Toronto	Leave 1015 Chicago	Leave 1300 Toronto
Arrive 1800 Chicago	Arrive 2150 Toronto	Arrive 2300 Chicago

The eastbound Sunday schedule has not as yet been fixed.

Equipment consists will alternate daily between VIA (Tempo) equipment and crews and Amtrak (Amfleet) equipment and crews. The operators hope that the new service will attract not only traffic having origin and destination points in common with those of the trains but also a significant volume of travel between Eastern Canada and the U.S. South-West more generally. They are encouraged by the level of traffic on the Toronto-New York MAPLE LEAF, which is now at a volume of about 150% of the passenger loads carried just after the inception of that service in April, 1981. --Both of the above items from VIA Rail "Vialogue"

• INGERSOLL ACCIDENT--On August 10th, at 0812, VIA Rail Train 82 (Sarnia-Toronto), headed by 6537 and a 'B' unit, and with eight cars in the consist, collided head-on with a stationary CN freight, with 9629 on the point, just east of Ingersoll. Approximately 70 passengers were treated in hospital for minor injuries and all but four had been released by 1230 the same day. 6537 heaved upwards as a result of the impact, breaking at the back of the cab, and is probably a write-off. The forward end of the 'B' unit was bent downwards as it ground into the upper portion of the rear end of the tipped up carbody of 6537. Damage to 9629 appeared to be relatively minor from what could be seen in news photos, although two cars in the freight train were derailed and damaged.

Train 82 had been diverted to the westbound track because of maintenance on the eastbound in an

area about 16 miles west of Ingersoll. The damaged equipment was removed from the wreck site during the evening of August 10-11. The CN engineer, who jumped out of his cab a few seconds before the impact, told reporters that the VIA engineer had said that he was confused by his orders, and that the latter had thought that the crossover whereby he could get his train back on the eastbound track was further to the west than it actually is. His orders included one to stop while the crossover switches were hand thrown. The CN man said that engineers have "a whole fistful of orders while travelling at 80 MPH, with switching orders marked by mileages, not names, and sometimes you can get the mileages turned around". He estimated that Train 82 had come around a wide curve west of the collision site at about 55 MPH and slowed to between 25 and 30 MPH before the impact. The CN engineer said further that he flashed his headlight "to try to bring some sense to the (VIA engineer) and there was a lot of chatter going on on the radio that he was in trouble--but it was too late". The CTC has called an inquiry into the accident. --From information and statements appearing in the Hamilton Spectator, from Doug Page

MORE VIA NOTES FROM OTTAWA--Two unusual passenger car movements took place in Ottawa recently. On Sunday, September 19, Train 36 (17:00 Ottawa to Montreal) included the Governor-General's cars--still having the cracked window from the rock throwing incident at Sudbury.

On Monday, September 20, the sleeper on the CAVALIER (Train 49, Ottawa-Toronto) was GREENDALE, a stainless steel car, not usually used. The full consist was remarkable: LRC locomotive 6911, two steam generator cars (15468 and 15467), sleeper GREENDALE and standard coach 5603. The train was delayed until LRC Train 46 (the EXEC) arrived, running an hour late. --J.M. Harry Dodsworth

- The Railway Transport Committee of the Canadian Transport Commission, in a Decision and Order dated September 3, 1982, denied an application which had been made by CN whereunder it sought permission to discontinue the operation of Trains 120, 121, 123, 124, 128 and 129 between Toronto, North Bay and Kapuskasing effective April 1, 1979. The Order directs that VIA Rail and CN shall continue the operation of these trains and shall post, by Oct. 1, 1982, notices of the application at all relevant stations and in the cars used on the trains. The notice as prescribed by the Committee lists the annual losses attributed to the operation of Trains 120, 123, 124, 128 and 129 (Toronto-Kapuskasing) as ranging from \$3,115,501 (1977) to \$5,424,457 (1978 costs projected to 1981, compensated for inflation). The losses on Trains 121 and 122 (Toronto-North Bay) are shown as \$1,612,532 for the period June 9, 1977 to January 31, 1978 (12 round trips per week) to \$1,532,689 for the period June 17, 1979 to date of order (six round trips per week).

- The planned new overnight Toronto-New York York train, to have been introduced at the change of time, is delayed temporarily because of scheduling and equipment problems at VIA Rail's end.

--Sandy Worthen

- VIA raised fares by 6%, in accordance with the Federal Government's inflation guideline, on September 7th, the hike being less than had been planned.

--Doug Page

AN OPEN LETTER TO VIA RAIL by Bob Chambers

(I know that VIA will never make the REAL improvement to THE CANADIAN and reduce its running time by nearly 20 hours, so they might as well lengthen it just a tad more and provide just a bit more service to the Toronto and Vancouver areas by doing so.--B.C.)

J.F. Roberts,
President,
VIA Rail Canada

Dear sir,

Let's slow down THE CANADIAN. Slow it down, you say! Hasn't VIA already slowed it down enough?

Well, yes, they have certainly slowed it considerably (and changed it also) since they took over the operation of the transcon. A journey from Montreal to Vancouver took 70 hours and 45 minutes in 1962 (I believe that was the fastest ever for the CPR) while it now takes 89 hours and 30 minutes. In fact the current operating time bears more resemblance to THE DOMINION of 1930 or 1958. When one compares their times to 1982, he will certainly feel that parts of the old schedules were used.

But I don't feel that VIA used the best parts of the old timetables. The schedule should be LENGTHENED at BOTH ENDS and changed in the middle. The Toronto departure is too late; too late to be useful to Metro dwellers unless they want dinner and a show before leaving on vacation, and much too late to serve the population north of Metro. A 2300 departure should be arranged. Surely the switching in Toronto does not require well over an hour. CP used to do a lot with THE CANADIAN in Sudbury and did it in 45 minutes. 2300 would still connect well with Sarnia and Windsor trains, but 670 from Stratford would miss by 10 minutes and would have to be considered if a number of people use that connection now.

In any event, get out of Toronto as soon as possible to serve the suburban area at a more believable time than currently--then plod on to Sudbury. I'm not sure what is done there that now requires 35 minutes to accomplish, so let's cut that to 20 minutes, arriving at 0710 and leaving at 0730.

Between Sudbury and Thunder Bay the six-stop summer CANADIAN requires as much time as the multi-stop winter version, so why not speed this up a bit in the summer to make sure that more of that glorious north shore is visible in full daylight? CP, in their last year of operating

the train, could and did make the run in 14 hours, 15 minutes. The current 16 hours and 35 minutes could certainly be shaved in the summer to provide service to Thunder Bay before midnight. The Bay was a good customer and deserves better than the wee hours (0040 to 0115) that it now gets westbound.

Now for Winnipeg. If VIA still insists on a mini-holiday in Winnipeg, let's do it a bit earlier...0900 to 1200, and don't serve lunch (well, you could begin to serve) sitting in the glorious confines of that station. The prairie to the west is far prettier.

The best part of the current schedule is your service to Regina and Moose Jaw, at reasonable hours, and the crossing of the nearly unpopulated (and only to some pretty) near-desert just east of Calgary at an early hour. Remember though, Regina-Moose Jaw is the principal gain in this new operation. You have shoved aside, or serve at poor hours, Ottawa, North Bay, north of Toronto, Barrie, Thunder Bay, Medicine Hat and a populous area east of Vancouver. O.K., back to the trip. VIA currently schedules a 2½ hour sojourn in Calgary. Let's change that considerably. One hour is plenty, folks. Calgary is great, but let's remember that the Calgary Tower is the best thing to see and it's right on top of the station. In fact, when CP used to stop there for 35 minutes the conductor would say "You've got time for a trip up the tower. We won't leave without you". Now just get the tower open early and stop in Calgary from 0800 to 0900.

We now come to Banff. It's one of the best known mountain resort towns in the world. It is one of Canada's premier tourist attractions. It likes tourists, but not automobiles that bring the tourist. VIA stops THE CANADIAN close to downtown at a picturesque station FOR TEN LOUSY MINUTES. Let's take those 10 minutes and that hour or more left over from Calgary and give our passengers at least an hour and a half in Banff. On the mountain section we discover that the 641 miles from Calgary to Vancouver are run at just about an hour shy of the best-ever CP CANADIAN time. Now what benefit is gained from this creditable running? A very early arrival in Vancouver; too early. You serve Port Coquitlam in the wee hours and dump your travellers in Vancouver without breakfast and before most things are open. Let's just cool it in the mountains a bit and arrive at 0830 and serve at least a light breakfast almost up to that time. I believe that this lengthened schedule (by 2½ hours) would be an improvement on a schedule that is already too long. There are a couple of other items in the timetable that should be changed regarding the transcon. One is the Page 13 example of Toronto-Vancouver taking from Monday to Friday. The suggestion of a week on a train is not very attractive. Let's show it as from Friday to Tuesday...the suggestion of a long weekend on a train is much better. CP always used the Friday start as their example. Also, on Page 35 you use the word LONG before journey. Delete, omit, scratch or destroy that word LONG.

--Bob Chambers, 210 Sioux Rd., Ancaster, Ont.
L9G 1P8

TABLE COMPARING THE CURRENT WESTBOUND CANADIAN SCHEDULE TO THOSE OF THE 1930 AND 1958 DOMINION, IN ADDITION TO THE PROPOSED MINOR CHANGES DISCUSSED IN THE FOREGOING LETTER

1930	Year	1958	1982	Proposed	by Bob Chambers
1245		1530	1630	1630	Friday
connections					
2045		2145	2210	2210	"
2100		2230	2359	2300	"
0440		0625	0730	0710	Saturday
0445		0710	0805	0730	"
1405		1540	1705	1605	"
1415			1715	1615	"
2200		2300	0040	2330	"
2220		2325	0115	2359	"
0845		0825	1000	0900	Sunday
0930		0920	1330	1200	"
0810		0650	0810	0745	Monday
		0735	1030	0900	"
1130		1010	1240	1110	"
		1020	1250	1300	"
0930		0715	0700	0830	Tuesday

The 1930 DOMINION was a truly deluxe train and maintained its schedule while having to overcome the inconvenience of changing steam locomotives several times enroute. It also handled extra sleepers between many points and so was switching cars at four points as it did this extra work...sleepers from Toronto to Winnipeg, Fort William to Winnipeg, Winnipeg to Calgary, Winnipeg to Vancouver, Moose Jaw to Vancouver (from Chicago), Calgary to Vancouver...and carried an observation car on the rear to complicate that switching.

The 1958 DOMINION, although the secondary CPR transcontinental, was still a truly deluxe train with dome coffee shop, dome sleeper observation, streamlined sleepers, and deluxe diner; it did a lot of extra switching enroute as it handled parlor cars Montreal to Ottawa and sleepers Toronto to Sudbury, Montreal to Sudbury, Toronto to The Soo, Fort William to Winnipeg, Winnipeg to Vancouver, and Regina to Vancouver. This involved extensive work on the train at several points, but Sudbury was the hot spot as the Montreal section was combined with the Toronto train and those extra sleepers were dropped...and it all was scheduled to happen in 45 minutes.

Something else that the 1958 DOMINION did was to stop at more places. Between Toronto and Vancouver it was making 60 scheduled stops as opposed to 40 stops by the current train. And the 1958 train made 41 of those stops in "good" hours (between 0700 and midnight), while the current CANADIAN makes only 24 stops in those hours. That is a sample of what a good passenger service was providing on a line that was served also by a faster train plus a slower transcon AND, in many areas, by all-stop locals.

LRT Notes



EDMONTON

Edmonton City Council is hiring an outside consultant to review the alignment of the proposed South LRT line. The route originally chosen, in 1977, would basically parallel the CPR's Edmonton-Calgary line. This routing has come under fire because, for most of its length, it traverses low density industrial areas with little potential for high density commercial/industrial redevelopment. It has been suggested that an alignment further to the west, using medians and reserved lanes on 111 and 113 Streets, would have a superior catchment area. The primary objective of the line is said to be service to the new south-east suburb of Mill Woods. The alternative route would include a portion in front of or through the University of Alberta campus (planned to be served by a spur line in the 1977 scheme). The university is insistent upon the LRT line being placed underground through its property. Meanwhile, although construction is progressing on the Jasper Avenue underground extension (see June 1982 Newsletter), which will take the LRT system almost to the edge of the North Saskatchewan River gorge, CP Rail remains adamant against the use of its bridge for LRT tracks (which would be laid in the space occupied by ETS street car tracks until 1951).



Construction of Bridgeland Station on the North-east LRT, at Memorial Drive and 8 St. N.E., is scheduled to commence this fall, weather permitting. Other road-way and utility work along the line, precedent to LRT construction, is under way or out to tender. Street closings have already been effected for the south abutments for the Bow River LRT bridge. Some additional trackage is being laid at Anderson Road Shops for the purpose of unloading bodies and parts for the new car order.

BUFFALO LRRT DEVELOPMENTS



Track laying on NFTA's LRRT line began at Main and Seneca Streets in Buffalo during the third week of May. Installation of the girder rail is proceeding in both directions from this point, north to Tupper and south to South Park. A portable welding plant, which came from Reno, Nevada, has been set up at the foot of Main Street adjacent to the rail storage compound, the plant consisting of from four to seven trailers. This facility is electrically flash welding 39-foot rail lengths into 560 to 700-foot long sections of continuous welded rail. The rail is being laid on epoxy modified concrete grout pads which are poured in forms laid along the concrete track foundation. At street intersections the contractor is laying rail from one side to the centre line, while that half of the intersection is closed to traffic; upon completion, traffic is diverted to that half of the intersection while rail is laid in the other half. The welding plant will also be used for the T-rail to be laid in the underground portion of the line, with the 1200-foot sections of CWR hauled up Main Street during night hours into the portal by a special train designed by Herzog Contracting Co. of Missouri...The LRRT project has been hit with austerity cuts which will save some \$8 million; the most noteworthy cutback consists of the deletion of six cars from the 33-car order placed with the Tokyu Car Co. Also to be eliminated are two of the seven planned on-line scissors crossovers, one on the surface section at Church Street and one north of Utica Station, as well as a number of lesser items; the adoption of a self-service fare collection system will save on both start-up and operating costs...Bids were opened on April 13th for the construction of the LRRT Operations Control Centre, to be located on the north-east corner of Oak and Eagle Streets, and ground was broken for the two-storey building on July 27. The low bidder was Leeman Building Co. of Tonawanda, N.Y., at \$2,211,090. The OCC, to be situated across the street from the Metropolitan Transportation Centre, location of NFTA headquarters, will provide train control, communications and closed circuit television surveillance, and is scheduled for completion in April, 1983...NFTA is seeking New York State legislation which would enable it to contract with the Power Authority of the State of New York for electrical energy for the operation of the LRRT line. Estimates for power purchased from Niagara Mohawk run to more than \$2 million per year, whereas a pact with PASNY would be expected to result in a substantial saving as power charges would be only something over \$900,000...NFTA and the City of Buffalo are studying alternative architectural design treatments for the subway portal at the north end of the downtown surface section in order that the portal may complement the downtown theatre district, in which it is located...Two emergency access and egress shafts are being constructed at Main Street and Leroy Avenue, these being so located because of the considerable distance between the Humboldt-Hospital and Amherst Stations (see map and profile, February 1982 issue, Page 2)...Low bidder on the catenary overhead system, at \$4,769,000, was High Voltage Systems Division of L.E. Myers Co., Toledo, Ohio. The work includes the placement of poles and the erection of a constant tension catenary system on the surface section, together with a variable tension system in the subway section and at South Park Carhouse; overhead construction on the surface section is expected to commence in early 1983, with final adjusting and testing scheduled for March, 1984; substations to supply the 700 volt DC traction power will be located at South Park and at the Allen-Hospital, Delavan, Amherst and South Campus Stations, with substation equipment supplied by the Gould-Brown Boveri Co. of Rolling Meadows, Illinois...The decision has been taken that the surface (downtown mall) section of the line (1.2 miles) will be fare-free, as a special gift to downtown merchants...In answer to a newspaper article touting park and ride for the LRRT system, NFTA has stated that present economic constraints and the fact that the line is confined to the City of Buffalo make park and ride facilities a low priority item; it is expected, however, that future extensions of the system to Amherst, the Tonawandas and the Southtowns will make full use of P&R.

--"On the Move", NFTA



UCRS and other events and activities

by Ed Campbell

The Upper Canada Railway Society had a sales booth at the recent Milton Steam Fair, operated by Jim and Heather Walther and John Robertson. Our thanks to the following members who helped with the staffing at CN 6213 when the locomotive exhibit was open to the public during the 1982 CNE: Pat Scimgeour, Alf Faber, Dave O'Rourke, Ed Campbell, Mal Smith, Ivor Samuel, Carlyne Buck, Charlie and Helen Bridges, Ed Misera, Tom Thompson, Art Clowes, Charlie Randall, Vic Borrow, Frank Culham, George Meek, John Robertson.

John Robertson was more recently involved in a traffic accident in which he suffered a broken leg and other injuries. We all wish him well, including a quick and complete recovery.

To our local members in the "seldom seen" category: now that the summer and its holiday periods are over, why not make it a point to attend the regular Society meetings, either in Toronto or Hamilton or perhaps both. Do you take slides of railway or street railway equipment? Bring them to a meeting to show at a newscast, which is a feature of each meeting. Perhaps you have some form of activity which you would like to see the Society try out--if so, write to the Editor of the Newsletter to-day.

Friday, October 15--Regular UCRS Toronto meeting at the Education Centre auditorium, 6th floor. The Centre is at the south-east corner of College and McCaul Sts., Toronto. Come at 7 p.m. for informal get-together, so that meeting can start at 8 p.m. sharp. The program will be presented by UCRS member Don McQueen of London, Ont. on the subject of 30 years of diesel production at GMD's London plant.

Friday, October 22--UCRS Hamilton Chapter meeting in the CN station, Hamilton at 8 p.m. Featured will be members' 35mm slides. Bring those you have taken during the summer for showing. Convenient GO Train service direct to Hamilton Station, leaving Toronto Union at 5:19 p.m. and 6:03 p.m.

Friday, October 15 to Sunday, October 17--"Hobby 82": to be held at the International Centre, Airport and Derry Rds., Malton, (Friday) 12 noon to 10 p.m., (Saturday) 10 a.m. to 10 p.m., (Sunday) 10 a.m. to 6 p.m.

Friday, November 19--Regular Toronto monthly meeting at the Education Centre Auditorium, College and McCaul Streets. Doors open at 7 p.m., with meeting starting at 8 p.m. sharp. Entertainment will be announced in November Newsletter.

ON-SITE BUFFALO REPORT--During a visit to downtown Buffalo on September 13 the Assistant Editor noted that dramatic progress had been made in the construction of NFTA's shop at the foot of Main Street. The shop building, adjoining the old Lackawanna Railroad trainshed, is structurally complete and awaits the installation of tracks and machinery. On the lower (street) level of the elevated trainshed tracks have been laid in what will be the car storage area. The tracks are laid on ballast, rather than in concrete, no doubt as an economy measure similar to that practised by Calgary Transit in its new Anderson Road shops. While there is space between the lines of massive concrete supporting pillars for two tracks, only one is being laid between each row at this time (see trackage plan in February 1982 Newsletter).

The yard leads have also been laid, narrowing down to a throat where they extend out of the property onto Main Street. Rather surprisingly, the reversing scissors crossover for the double-ended LRV's is located at the yard throat, rather than two blocks to the north at the actual end of the revenue operation at Memorial Auditorium. One would think that the reversing movement in the yard, although admittedly off-street and providing a convenient rest stop location for the operators, would have the potential for conflicting with yard operations.

No tracklaying had actually occurred north of the carhouse, although girder rail had been laid out beside the trackbed ready for installation. Most of the trackbed has been completed except for a short section beneath the Buffalo Skyway on the north side of the Auditorium. Also, the trackbed had not been completed across all of the intersections, although this work is progressing. The trackbed appears to be extremely strong. Foundations for the overhead poles, located in the devil strip, are in place. Given the progress to date in tracklaying on the ~~surf~~ surface section--slightly over a mile in length--from the carhouse to the subway portal at Tupper St., it appears unlikely that it will be completed before year end.

Meanwhile, the questions of the LaSalle Station and the Tonawandas Extension are still unresolved, according to the Buffalo News. To recap, NFTA and the City of Buffalo have been considering deletion of the LaSalle Station, the last before the outer (South Campus) terminal, in order to divert the funds to completion of the elaborate pedestrian mall on the downtown surface section. This, quite naturally, has not gone down well with local residents who would use the station. It had originally been planned to build a turnoff for the Tonawandas Extension a few hundred feet south of LaSalle Station to avoid the difficult task of constructing the turnoff at a later date when the Main St. line is in service. Although at one stage it was proposed to drop the turnoff, it now appears likely that it will be constructed, regardless of the fate of LaSalle Station. According to the News, work on the Tonawandas Extension is unlikely to start

before 1985-86. After turning off the Main St. line tunnel just north of Hertel Avenue, the Extension would ascend a ramp to the surface and enter the right-of-way of the old IRC Niagara Falls High Speed (interurban) Line, which lies between the former Erie Railroad Niagara Falls branch and the DL&W Black Rock branch at this point.



items

- Three retired PCC cars have been moved to the Ontario Electric Railway Historical Association's Halton County Radial Railway for preservation as representatives of their respective classes. These units are as follows:

CLASS	NUMBER	ORIGINAL OWNER(S)	BUILDER AND DATE	DATE SHIPPED TO OERHA
A-11	4633	Cleveland Transit System	Pullman-Standard, 1946	June 28, 1982
A-7	4426	Toronto Transit Commission	St. Louis Car-CC&F (Fort William, Ont.), 1949	June 30, 1982
A-12	4684	Louisville Ry. Co. -Cleveland Transit System	St. Louis, 1946	July 2, 1982

- TTC General Manager Alfred Savage said, in announcing the ALRV test to the media, that the Commission will seriously look at the possibility of an order for the cars, and mentioned their particular advantage in being able to carry a large passenger load through signalized intersections (at the end of the green cycle). This is the same reason as that cited by the Commission in 1949 for the original use of multiple unit PCC cars on the Bloor line (actually, train operation did not commence until March, 1950 because of labour difficulties).

• PCC CAR SUMMARY, OCTOBER 1, 1982:

Class	Group	Active (Heavy Rebuild)	For Scrap (Non-HRB)	Scrapped since Jan. 1/80		
				1980	1981	1982
A-6	4300-4399	79	3	3	3	8
A-7	4400-4499	45	8 (C)	14	11	20
A-8	4500-4549	49 (A)	0	0	0	0
A-9	4550-4574	0	2 (D)	2	13	7
A-11	4625-4674	0	0	7	10	20
A-12	4675-4699	0	2	1	12	10
A-13	4700-4747	0	1 (E)	6	4 (B)	1
Totals:		173 (A), (G)	16 (F)	33	53 (B)	66

Notes: (A) Includes Training Car 4504.

(B) Includes Training Car 4700

(C) Includes 4422, held for conversion to Rail Grinding Car

(D) Includes 4558, held for Ohio Railway Museum, Worthington.

(E) Car 4704, held for Heart of Dixie Railroad Club, Birmingham.

(F) 10 cars at Hillcrest, six at St. Clair Carhouse.

(G) HRB (Heavy Rebuild) cars stored at St. Clair Carhouse: 4310, 4315, 4316, 4317, 4318, 4331, 4343, 4356, 4375, 4376, 4378, 4387, 4465, 4494, 4511, 4521, 4531, 4532, 4535, 4548 (20 cars).

Total PCC cars (including training): Jan. 1, 1980: 341; Jan. 1, 1981: 308; Jan. 1, 1982: 255.

- ALRV 4900 returned to service on the Queen line following its display at the Canadian National Exhibition, operating during the A.M. and P.M. rush hours, Monday-Friday.

- The TTC plans to make transfers a source of revenue by selling advertising space on them. Notices appeared recently in local newspapers calling for bids on the use of this new way of selling products or services to transit riders.

--Bob McMann

- The Borough of Scarborough has passed a by-law providing for a five metre (16.4 foot) setback for buildings on Eglinton Ave. East for the express purpose of protecting a rapid transit right-of way--notwithstanding the recent Metro/TTC Rapid Transit Study's conclusion that bus service would suffice on that street indefinitely.

- The afternoon of August 27 saw members of the Indiana Museum of Transport and Communications (Noblesville, Ind.) remove PCC's 4480 and 4566 from Hillcrest Yard. They advised that they plan to repaint 4566 in Cincinnati St. Ry. Co. colours, the CSR being the car's original owner.

--Neil McCarten

--Electrification of the Tumbler Ridge branch of the British Columbia Railway in north-eastern British Columbia, as discussed in recent issues of the Newsletter, is definitely "on". BCOL has placed an order with Diesel Division of General Motors, London, Ont. for seven 50 KV. electric locomotives, scheduled for delivery in late 1983, for use on the coal hauling branch. The question of ventilating the two tunnels on the line thus becomes an academic one.

--Bob McMann

--In addition to Burlington Northern F7PB's 733 and 737, as previously reported, GO Transit has purchased a third 'B' unit for conversion to an APCU. No details on the unit were available at the time of writing.

--The caption under the photo of Windsor, Essex and Lake Shore car LAURIER, in the September issue, spoke of the car as being at an "identified" location; the intended word was, of course, "unidentified".

Standard Post Cards $3\frac{1}{2}'' \times 5\frac{1}{2}''$

CATALOGUE SHEET 82-1

January 1, 1982

JBC Visuals

P.O. Box 3432, Postal Station 'B',
FREDERICTON, N.B., E3A 5H2
CANADA.



JBC-1 Edmontan LRT train and city skyline



JBC-2 Edmontan LRT train and CN train



JBC-3 GO Transit FP40H and bi-level train, Sunnyside



JBC-4 GO Train, Don Valley



JBC-5 'Northlander', Don Valley in fall, 1977



JBC-6 Toronto wooden car 1326 and LRV 4000



JBC-7 M.U. LRVs, Bathurst Hill, Toronto



JBC-8 TTC LRVs in snow at C.N.E. Loop



JBC-9 TTC H-5 subway train, Rosedale



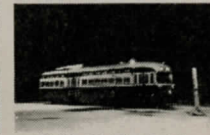
JBC-10 TTC 'Gloucester' train, Spadina Line



JBC-11 TTC Peter Witt 2424, St. Clair Ave.



JBC-12 TTC Peter Witt 2894, Queen Street



JBC-13 TTC A-9 PCC 4561, night view at C.N.E.



JBC-14 TTC A-11 PCC 4638, old Neville Loop



JBC-15 TTC A-13 PCC 4742, Broadview Avenue



JBC-16 TTC Flyer trolley bus 9020 in 1968



JBC-17 ONR 2-8-0 #137 and centennial train



JBC-18 Royal Hudson 2860, Horseshoe Bay, BCR



JBC-19 BCR freight, upper Fraser valley



JBC-20 CNR 'Newfie Bullet', Humber Valley



JBC-21 'The Canadian' at Stephen's Switch, Alta.



JBC-22 CP Rail 'The Canadian' near Banff



JBC-23 CPR 'The Canadian', Alfred, Ontario



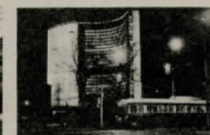
JBC-24 CP Rail freight, Moyle Lake, B.C.



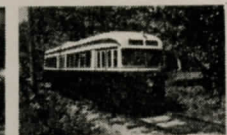
JBC-25 WP & Y train #1, Cowley Lake, Yukon



JBC-26 TTC LRVs, Green Line, Boston



JBC-27 TTC A-10 PCC 4593 at night, City Hall



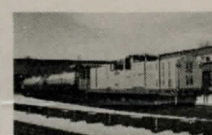
JBC-28 TTC A-1 PCC 4000, Halton County Radial Ry.



JBC-29 TTC snow sweeper S-39, night view, Dufferin St.



JBC-30 TTC rail grinder W-28, St. Clair Avenue



JBC-31 TTC subway loco RT-12 and tunnel washing train



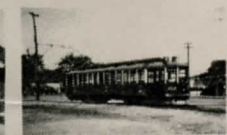
JBC-32 CN motors 6712, 6713 - suburban electric, Mt. Royal



JBC-33 Kitchener T-44 trolley coaches, 1967



JBC-34 Montreal & Southern Counties No. 107, Chambly, 1955



JBC-35 Ottawa Transportation Com. No. 650 at Britannia Pk, 1949



JBC-36 ONR 'The Northlander', Don Valley, 1977



JBC-37 CN C-liner 6705, The Bonaventure, Brockville, 1966



JBC-38 VIA-CN turbo, Kingston



JBC-39 First VIA Rail 'Atlantic', Calhoun, N.B.



JBC-40 VIA Rail Tempo train, Toronto Union Station



JBC-41 CPR C-liner 4056, Thrums, B.C.



JBC-42 CPR FA-1 4006, Smiths Falls, Ont.



JBC-43 CPR EBA 1801 and The Rideau, Ottawa, 1967



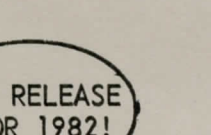
JBC-44 CPR KDCs at Parliament Hill, 1966



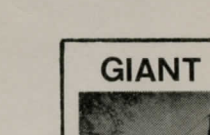
JBC-45 Pacific 1201 crossing Rideau River, Ottawa



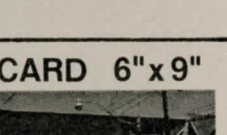
JBC-46 TTC 'Orion' bus



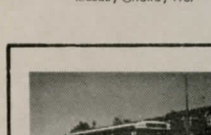
JBC-47 Gray Coach MC-9 bus



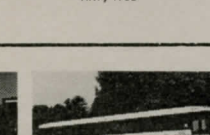
JBC-48 Calgary LRT, 7th Ave. mall



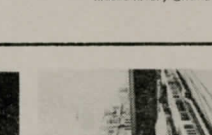
JBC-49 TTC Preston car 2186, Spadina Ave.



JBC-50 Saskatoon Munic. Ry. 56, Mayfair Loop, 1950



JBC-51 London & Port Stanley Ry. Nos. 8 and 10 at London



JBC-52 Quebec Ry Light & Power No. 454, Montmorency Falls



JBC-53 VIA Rail 'Canadian' at Field, B.C.



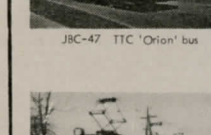
JBC-54 VIA Rail LRC Train, Scarborough, Ontario



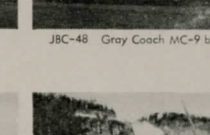
JBC-55 CN GP40-2L(W) #9609 at Winnipeg, Manitoba



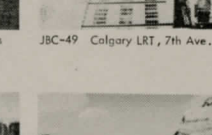
JBC-56 CP RS18 #1800 at



JBC-57 CN F3A #9000, Oshawa



JBC-58 CN 4-8-4 #6233 and pas-



JBC-59 ONR RS2s, North Bay, 1950



JBC-60 CPR 2-8-2 #5339 and pay car



JBC-61 JBC Visuals logo

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