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# Newsletter

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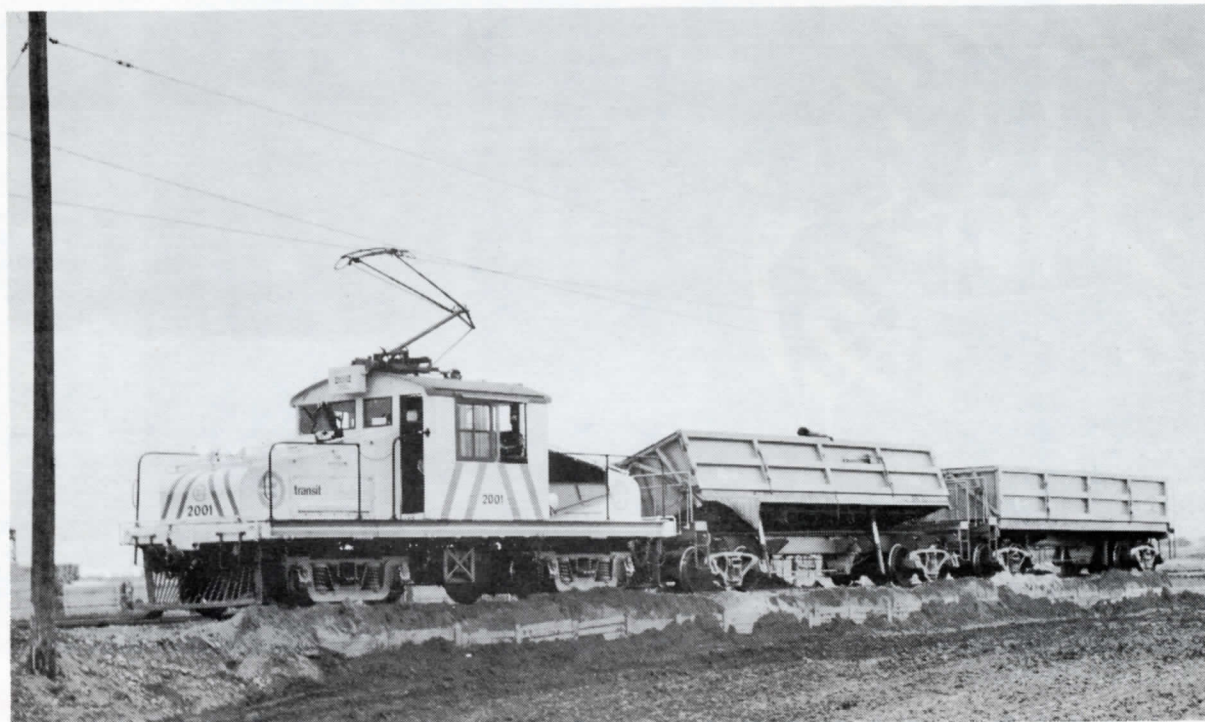
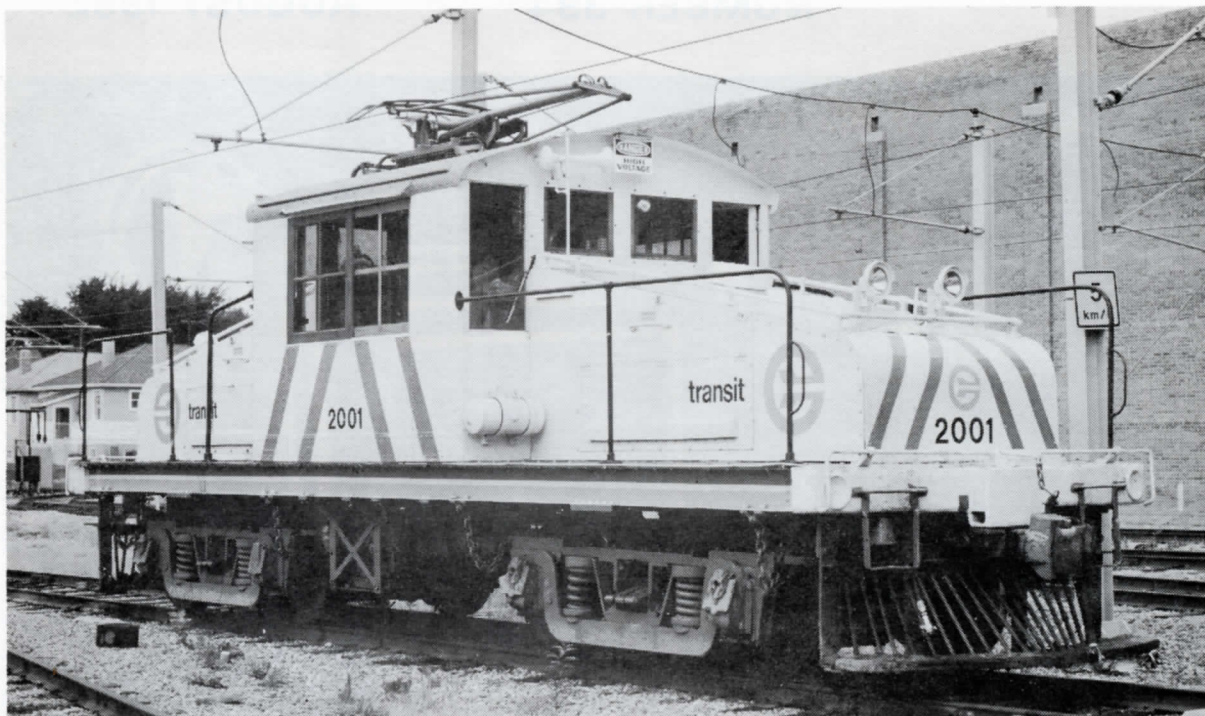
AUGUST 1982



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



# LOCOMOTIVE 2001







Edmonton Transit System 2001 is one of a series of four Alco-GE steeples cab electric locomotives originally operated on the Oregon Electric Railway, which extended 123 miles from Portland to Eugene, Oregon, with two branch lines. The railway operated freight service only during its latter years. The four units, numbered 21-24, were sold to the British Columbia Electric Railway in June, 1946, which renumbered the first three of them 961, 960 and 962 respectively, while scrapping No. 24 for parts. When electric operation was discontinued on the BCER (1958) except within the small Carrall Street Yard in downtown Vancouver, 960 and 961 were assigned to switch that facility, alternating in this duty on a monthly basis. The locomotives, along with the other railway and transit assets of BCER, passed to the British Columbia Hydro and Power Authority in 1961, and the latter continued to operate the two units at Carrall Street until October, 1970, when the overhead in the yard was removed. 960 and 961 were thereafter stored (latterly at Burnaby, B.C.).

In early 1980, 961 was sold to the Edmonton Transit System for use in non-revenue service on the LRT line. The unit was shipped to Edmonton in March of that year, and after refurbishing in Cromdale Shop emerged several months later as ETS 2001. The locomotive has since been used principally to haul spoil trains from the Jasper Avenue tunnel construction area to a dump at Belvedere near the outer terminal of the LRT line, and to haul other materials and equipment into the tunnel. ETS has equipped the locomotive with an auxiliary motor and hydraulic pump to operate the dump bodies of the spoil train cars (rebuilt ex-Northern Alberta Rys. work equipment).

#### SPECIFICATIONS AND TECHNICAL DATA--ETS 2001

Builder and Date: Alco-GE,  
August, 1912  
Gear Ratio: 65:18  
Truck wheelbase: 7'2"  
Maximum Tractive Effort: 13,650 lbs.  
Brakes: Westinghouse combined  
automatic and straight air  
Compressors: Two, 50 cu. ft. each  
(only one currently in use)  
Sanders: double end pneumatic  
Journals: MCB 5½"x10"  
Wheels: Cast steel centres, steel  
tires  
Length overall: 37'5"  
Pantagraph: Siemens single arm  
Auxiliary: 600-volt motor and  
hydraulic pump for car dumping  
600 volt cab heaters installed by ETS  
Livery: White with blue and gold trim  
Nickname (on ETS): "White Lightning"

Motors: 4 GE 212-G,  
1200-600 volt  
Trucks: "Special"  
Weight: 125,300 lbs.  
Control: Westinghouse  
(as rewired in 1948)  
Brake cylinder: 16"x12"  
Ditch lights: 30 volt  
CN, two at each end  
Draft Gear: Garlow MCB  
Class G twin springs  
Springs: Bolster triple  
full elliptic 30"  
Width overall: 9'6½"  
Governor: Type "J"  
with contactor  
Motor generator set  
installed by ETS for  
battery charging

--Information courtesy ETS

◀ ETS 2001, alias "White Lightning", poses outside the Cromdale Shop in September, 1981. The durable old locomotive has outlasted almost all of its contemporaries in service in Canada.

◀ The 2001 at work: this view shows the locomotive with three dump cars on the temporary siding at the site of the new Clareview Shop, unloading earth excavated from the Jasper Avenue subway tunnel project. The excavated soil is being dumped here for use as fill. September, 1981.

Photos by John D. Thompson

## Edmonton Transit System





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## BRITISH COLUMBIA RAILWAY

**BCOL STUDIES ELECTRIFICATION**--Arizona's 78-mile Black Mesa and Lake Powell Railway may be used as a model for the British Columbia Railway if it decides to electrify its almost equal-length (79 miles) branch line to Tumbler Ridge, now under construction to serve new coal mines in north-eastern B.C. (to be developed by Denison Mines Ltd. and Teck Corp.). The BM&LP opened in 1973 with the first 50,000 volt electric locomotives built (GE) in North America. While both operations would have coal haulage in semi-permanently coupled unit trains in common, there would also be significant differences: the BCOL line will be exposed to heavy snowfall, there will be two tunnels with a combined length of 9.3 miles, and the ruling grade is more than 1%, in comparison to the comparatively level Arizona railway.

The Directors of the British Columbia Railway have given tentative approval to electrification of the Tumbler Ridge line; final approval will depend on the results of now ongoing technical studies. The 50 KV system would be the likely choice. It is expected that CP Rail would be called upon to make available to BCOL the results of the former's tests of various types of overhead construction in a high snowfall area on the western slope of the Selkirk Mountains. BCOL has anticipated the possibility of electrification from the outset of the Tumbler Ridge line, and the tunnels are being bored to a height which would accommodate overhead construction. Electrification would permit the avoidance of power operated tunnel doors and exhaust fans to purge the tunnels of diesel fumes. If BCOL decides not to electrify, there are already plans for a new series of diesels for use on the line, with low mounted air intakes.



**CP RAIL WESTERN CONSTRUCTION**--CP's 1982 Pacific Region works program will involve an expenditure of some \$137 million. The highlights of the program are as follows:  
--Preparatory work on the double tracking and tunnel work at Rogers Pass, including excavation of the overburden to reach the rock face of the east portal of the 9-mile tunnel, construction of the west approach to the tunnel, clearing the surface route right-of-way and construction of access roads along the surface route, carrying out required geo-technical information, and finalization of all engineering on the surface route.

--68 miles of new continuous welded rail in British Columbia.  
--Six hot box detectors on the Vancouver Division, near Coquitlam and Kamloops.  
--Double tracking of 10 miles of line between Revelstoke and Twin Butte, including construction of two new bridges and additional CTC installation.  
--Replacement of seven bridges on the Revelstoke Division, including the second year of a three-year project to replace the 384-foot swing span bridge over Sicamous Narrows, 18 miles east of Salmon Arm, B.C.

**NEW CN TOFC SERVICE?**--CN is considering using some of the excess capacity on its Toronto-Montreal main line for a new piggyback service featuring short fast trains and at least daily turnaround. The service would be designed to take at least a portion of the heaviest highway traffic now handled by CN trucks in the corridor. No final decision has been made, it being recognized that the service would have substantial fixed costs, a slim profit margin, and the need to attract a high traffic volume to be viable.

--Bob Sandusky

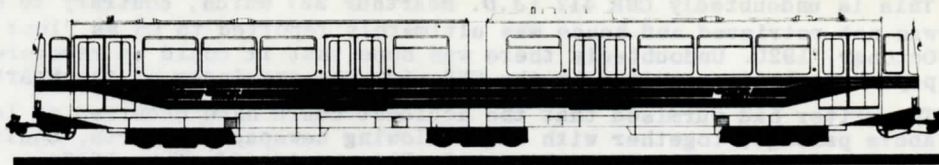
**COVER:** Extra special handling was needed when CP Rail moved this ductwork and smoke stack from DFD Industries, London, Ont. to Algoma Steel in Sault Ste. Marie earlier this year. Because of its dimensions, the load was shipped from London to Smiths Falls, then north and west to Sudbury and down into Sault Ste. Marie. The 138,200 lb. load had to be welded and bolted to six CP Rail flatcars. A "rider" accompanied the special shipment on the 813-mile trip.

--CP Rail photo

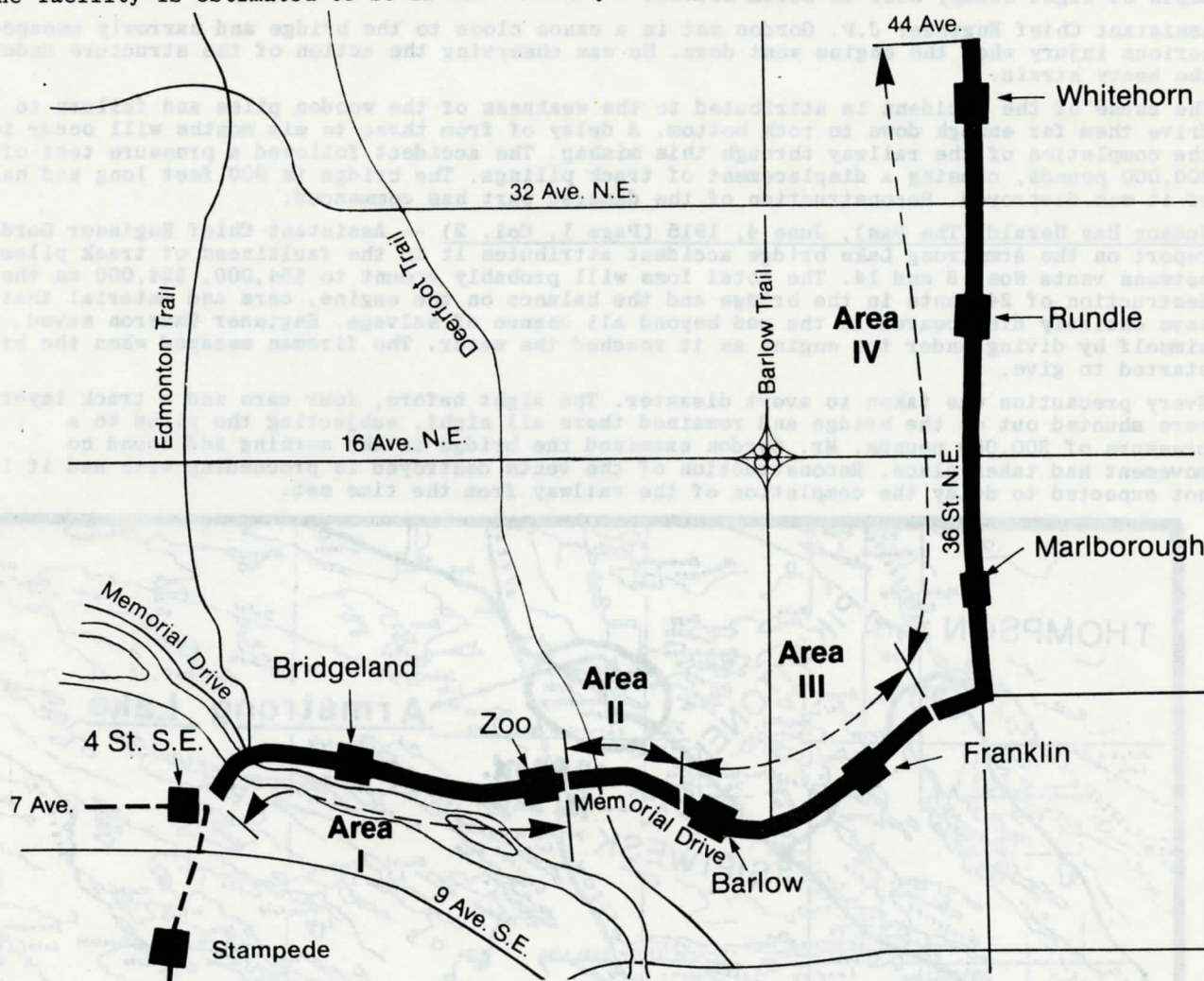




THE CITY OF CALGARY



**MORE NOTES ON THE NELRT**--The article and map dealing with Calgary's North-East LRT line appearing in the July issue neglected to point out that the Trans-Canada Highway Station on 36th Street is not planned for construction in the initial instance, and may be added later depending upon the way in which patronage develops. Also, late information from Calgary is that the five construction "sub-areas" included in the 1981 Functional Study Report have been replaced by four "areas" as shown on the adjacent map. Area II is confined essentially to the Memorial Drive-Deerfoot Trail Interchange area. Construction in all four areas will proceed simultaneously. Running time on the NELRT is expected to be between 25 and 30 minutes between end terminals, and trains will operate at 5-minute peak hour headways. Initial daily patronage of the facility is estimated to be in the vicinity of 40,000 passengers.



# 417:

THE MYSTERY LIFTS by R.F. Corley

Further to enquiries of November, 1981 and May, 1982, some further research, great co-operation and a little luck have resulted in a definitive answer to the whereabouts and circumstances of CNR Mogul 417.

Omer Lavallee, dean of Canadian railway historians, was researching Canadian Railway and Marine World on another subject when he spotted some news items in the 1915 issues. And there on Page 392 (October, 1915) appears the following passage: "The contractor, J.D. McArthur, is reported to have said in an interview recently that the accident early in the summer, when the trestle bridge over Armstrong Lake gave way, had not interfered materially with the summer's work on the line. At the time of the accident a locomotive and a track layer were precipitated into the lake; these have been definitely located, and it is expected that they will be recovered during the winter".



This is undoubtedly CNR 417 (J.D. McArthur 22) which, contrary to Mr. McArthur's expectations, was not retrieved and hence was ultimately reported to CN as "lost in Armstrong Lake" in October, 1920. Undoubtedly there was hope that it could be recovered, and it was carried "on paper" as being acquired by the CNR with the remainder of the McArthur roster.

The writer had surmised that the accident could have occurred at least up to 1917, but the above passage, together with the following newspaper reports, confirms that construction of the Hudson Bay Railway north of Mile 214 was in effect by 1915.

Newspaper Transcripts Re CN 417 in Armstrong Lake (exactly as written: Xeroxes of Newspaper Articles Provided Courtesy of Provincial Archives of Manitoba) -- Manitoba Free Press, Monday, May 31, 1915--Page 10, Column Four--"The Pas., Man., May 29--An engine and three cars loaded with track steel last Tuesday (May 25, 1915) went through a vent in the bridge over Armstrong Lake on the Hudson Bay Railway, and lies out of sight in 30 feet of mud. The engineer was the only person aboard and he escaped by climbing through the cab window into the lake as the engine toppled over and swam ashore.

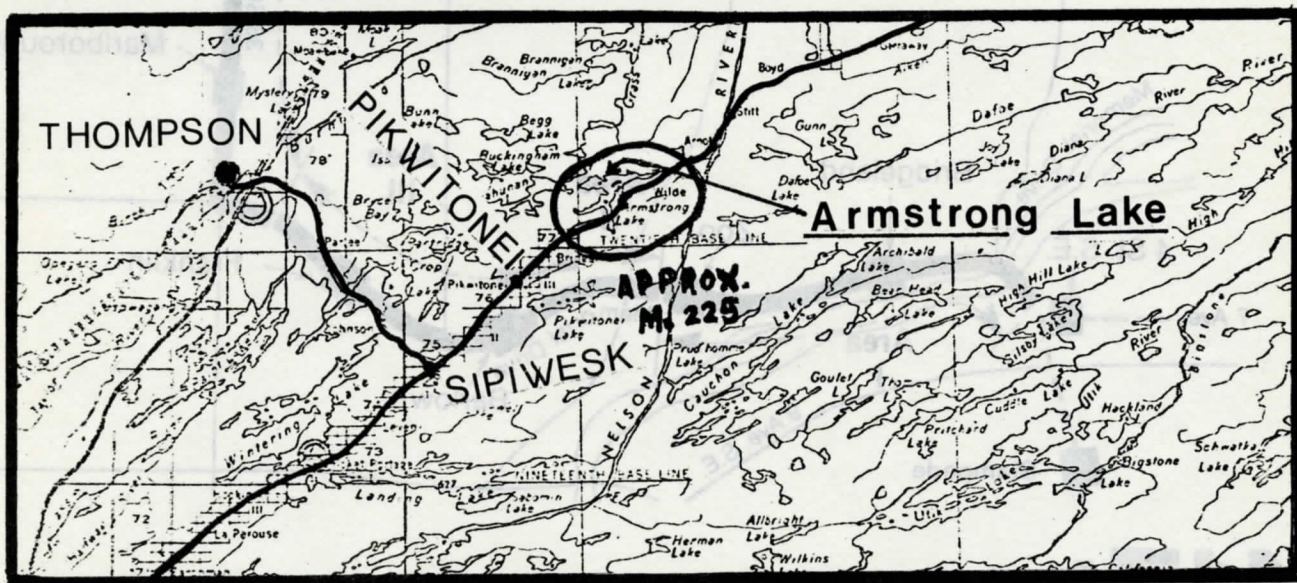
The bridge was just finished and this was the first attempt to take a train of any kind over it. The railway engineers were uneasy about it sustaining heavy traffic on account of the great depth of light swampy soil to solid bottom.

Assistant Chief Engineer J.P. Gordon sat in a canoe close to the bridge and narrowly escaped serious injury when the engine went down. He was observing the action of the structure under the heavy strain.

The cause of the accident is attributed to the weakness of the wooden piles and failure to drive them far enough down to rock bottom. A delay of from three to six months will occur in the completion of the railway through this mishap. The accident followed a pressure test of 300,000 pounds, causing a displacement of track pilings. The bridge is 900 feet long and half of it was destroyed. Reconstruction of the damaged part has commenced.

Hudson Bay Herald (The Pas), June 4, 1915 (Page 1, Col. 2) -- Assistant Chief Engineer Gordon's report on the Armstrong Lake bridge accident attributes it to the faultiness of track piles between vents Nos. 8 and 14. The total loss will probably amount to \$54,000, \$24,000 on the destruction of 24 vents in the bridge and the balance on the engine, cars and material that have entirely disappeared in the mud beyond all chance of salvage. Engineer Cameron saved himself by diving under the engine as it reached the water. The fireman escaped when the bridge started to give.

Every precaution was taken to avert disaster. The night before, four cars and a track layer were shunted out on the bridge and remained there all night, subjecting the piles to a pressure of 300,000 pounds. Mr. Gordon examined the bridge in the morning and found no movement had taken place. Reconstruction of the vents destroyed is proceeding with and it is not expected to delay the completion of the railway from the time set.



The bridge is 900 feet long, of 60 vents of 15 feet each. It is built of heavy timber. The piles were driven last spring and tested from time to time. The erection was done by Hudson's Bay Construction Company from plans of Hudson's Bay railway engineers. Some uneasiness was felt on account of the character of the soil and every care was exercised in driving the piles to solid bottom. They attained a greatest depth of 135 feet. The railway must go over Armstrong Lake in order to obtain better soil conditions, shorter route and less cost than by a more roundabout way entailing an unpromising increased mileage.

Hudson Bay Herald (The Pas), June 11, 1915 (Page 1, Col. 1) -- Chief Engineer J.W. Porter's examination of the Armstrong bridge collapse on the Hudson's Bay railway nearly two weeks ago has resulted in orders being issued to rebuild the bridge with pilings as before. It is thought that piles can be driven to solid bottom, necessitating the construction of a special pile driver and piles. Mr. Porter believes the whole bridge may be finished inside a month and the time thus lost of no serious moment. Mr. Hazelwood thinks the track layer and perhaps the



engine and cars may be rescued from the lake next winter. This depends on the extent of the cars sinking in the mud.

Hudson Bay Herald (The Pas), August 20, 1915 (Page 1, Col. 3)-- R.A. Hazelwood, chief engineer for McArthur on construction of the Hudson's Bay railway, thinks the engine and track-layer lying at the bottom of Armstrong Lake may be recovered as soon as the ice forms. A diver has examined the condition of the wrecked cars, and he believes they can be raised. The engine is lying deep in the mud. A special hoisting platform has been placed in position for supporting the lifting cranes.

Thanks go to the Manitoba Archives, CN Archives and the individuals who have assisted in this research.

## THEY PERFORMED "THE IMPOSSIBLE"

(Editor's Note: UCRS member George W. Horner has forwarded the following article from the February 1939 issue of Canadian National Magazine, written by Walt Turner, dealing with the construction of the CNR Flin Flon, Manitoba branch in 1927-28. It will be noted that there are two references to a locomotive (or locomotives?) having been lost in what is assumed to be Schist Lake during the construction. It appears that at least one engine additional to CNR 417 lies submerged in North-western Manitoba. Can any reader shed any additional light on this?)

In the whirlwind development of Canada--"the strong young man among the nations"--there has been no lack of armchair critics to hurl cold water upon every project which they have not been thoughtful enough to foresee, or courageous enough to attempt. Canada's railroads have had more than their share of this criticism.

The Grand Trunk Pacific, built so far north as to be called the "Line of the Polar Bear"--met with loud derision. Yet after the coming of this steel what was to be found there? Hydro plants beside roaring rivers, gold and silver mines with busy clanking of ore buckets, throbbing paper mills with their tang of sulphites--everywhere throughout the once despised area a rising tide of industry and commerce.

Sir Donald Mann's vast dreams of a northern empire were stricken by 1914, and in the hard years following the war all vision seemed to vanish. When at last things began to pick up the Hudson Bay Railway was begun. And when it became apparent that this line might not serve the mineral area directly, a line to Flin Flon was broached. Contract was awarded to the Dominion Construction Corporation in December, 1927. The contract called for completion of the road by September 30, 1929, with a bonus of a quarter of a million dollars if the construction company could deliver 2,000 tons of freight to Hudson Bay Mining and Smelting Company's Flin Flon property by December 31, 1928, nearly a year earlier.

Here was a fine opportunity for the armchair critics to scoff, for Harry F. McLean, president of Dominion Construction, made the amazing statement that he would have steel into Flin Flon in half the contract time. Veteran construction men were not sure that the line could be built at all. Many were convinced it could not. There were, they pointed out, a 100 miles of track to be laid down in a virgin country of muskeg, lakes and heavy rock cutting. Winter would see weather far below zero, with the right of way and gravel deposits frozen solid. Wet ground and muskeg would make things equally desperate in summer. To build 100 miles of track would take two seasons under ordinary conditions. Records would have to be broken.

When he was told that no construction gangs could hope to buck the cold, McLean replied--"There are no 'ifs' about this proposition. We start to lay track tomorrow!" Work began on the third of January with the thermometer at 45 below zero. "Harry McLean will drive her till Hell freezes....!" said a walking boss. And drive her he did. For this two year job was actually finished in less than nine months. And the company had even earned \$388,000 through freight and passenger service during that time!

It is easily the most amazing railroad construction job done anywhere in the world. And despite the difficulty of its construction it ranks as one of the finest lines. A world record in railway building for Canada.

The natural question is "How was it done?" The whole amazing story hinges on the answer, for the building of this line witnessed an entirely new technique in railway construction. A departure as daring and imaginative as the man who inspired it--Harry McLean.

Books and poems have been written, and legends have grown up about the colourful figure of this man whose companies have handled \$350,000,000 worth of construction contracts--including the Abitibi Canyon and Grand Falls developments; the Quebec Tunnel, the Montreal Aqueduct, the T&NO Ry., the Halifax Termini and other enormous projects. He has been called the "Canadian Jim Hill" and the "Frontier Buster", and looks the part, being a giant in stature as well as in deed.

In his handling of the Flin Flon line the great Scottish builder ran true to form. Obstacles which would have defeated almost any other contractor were brushed aside until on January 25, 1928, the line was handed over to the Canadian National Railways. September 22 saw Premier John Bracken travel by rail to drive the golden spike at the Flin Flon mine.



Two and a half months after the Dominion Construction men pushed off into the wilderness, 51 miles of main line steel had been laid, and howling wolves stilled to the piercing shriek of locomotives as freight was set down at the end of steel at Cranberry Portage. When completed the line had 87 miles of main line and 28 miles of sidings and wyes.

Like a commander-in-chief planning his campaign of attack, McLean chose his generals and captains for the project. From countryside jobs which his companies were handling came specialists in every department--tunneling, bridges, steel, rock, train, office and supply work. Clerks, cooks, skimmers, drivers, engineers and men of all work, the company mustered at The Pas in December, 1927 its forces for the thrust into the wilderness.

What was his new technique? "Just this", explained McLean. "We lay steel first--no roadbeds--establishing supply bases along the line. When the thaw comes we lay our roadbed from these points". Steel first and roadbed afterwards! It was like a doctor giving anaesthetic after the operation! But so it was done. And while the railroad world looked on amazed--and many of those working on the job could not get over it--the work went on. A new wrinkle in railroading by the Canadian Jim Hill.

New Year's Day, with the thermometer cramped out of sight, sees the first contingent of men and supplies set out from The Pas to set up a new camp depot at the northern end of the job--Lake Athapapuskow--60 miles distant. A tractor train follows with supplies for the camps which are strung along the opposite side of the lake, and along the shores of Schist Lake as far as Mile 85. With the tractors come heavily loaded sleighs and cabooses jammed with manpower: the men cross the bitter cold windswept lake to where cuts are blasted and timber mowed against the coming of the steel. And the steel is already moving northward, hard on the heels of gangs clearing the 100 foot right-of-way. Soon word comes that steel is gaining and men strip to their undershirts at 40 below, working long into the winter nights in the warmth and illumination of great fires.

So intense is the cold that a single locomotive can barely drag its cars of steel, and teams are used to haul ties up ahead. Without roadbed the track resembles an endless picket fence laid flat on the ground. Steel closes with the clearing gangs at Mile 16 and all forces concentrate on a 30 foot wide strip. Later the right-of-way will be cleared to 100 feet but now steel must go on. One day 8700 feet of track is laid, and Irish foremen cheer as steel reaches Cranberry Portage on St. Patrick's Day.

Supplies are rushed to Cranberry by rail and at spring breakup are distributed by water to the camps. Great timbered rafts are towed up the lakes, and along Schist Lake, bordered by the main line, complete camps, bunk tents, offices and kitchens are floated on rafts to keep up with the steel.

Soft spots and muskeg appear with spring thaws and track is raised for a "cross-logging" of spruce poles to be laid beneath it. Gravel is then hauled from pits and dumped beside the tracks. The lift gang spreads loose gravel evenly over ties and rails, great jacks hoist the track, gravel is pushed down between the ties and the track is lowered to rest on its primary foundation. So a new technique in railroad building has been tested and its worth proven. A master builder's judgement is vindicated, and the fireside critics, now busy condemning some new project, are confounded.

While this goes on, Cranberry Portage and The Pas are enjoying a daily passenger service by rail truck, and citizens of rapidly growing Cranberry are receiving freight shipments and thrice weekly mail delivery. Yet even before steel reaches Cranberry there is telephone service with The Pas. Later this telephone service is extended to Flin Flon. And a most remarkable record for a road under construction is that all this haulage witnesses not one single derailment.

How was all this done? With the greatest good luck? Not at all. The only luck encountered was bad luck. Not only bitter cold, but heart-breaking accidents, tantalizing delays and crushing misfortunes were experienced--and unforeseen expenses incurred.

Among the greatest obstacles encountered were sinkholes, no less than 11 of these bottomless pits being met on one 34 mile stretch of track. When a solid stretch of roadbed, one minute, becomes in the next a heaving quagmire into whose open maw disappear bridge, grade and cross-logging--leaving rails suspended in air--that is a sinkhole. A temporary trestle at Mile 52 is already half filled when the bottom suddenly drops, a 300-foot stretch of roadbed sinks out of sight and a gravel train standing on it crashes through the track. This gap must be filled, but successive layers of gravel and crosslogging are swallowed up as soon as laid. Day after day the monster gorges until it is replete, having digested thousands of feet of timber and 140 trainloads of gravel. At Mile 54 a 150-foot sinkhole consumes 130 trainloads of gravel and thousands of feet of logging. At Mile 60 the daddy of all sinkholes is fed day and night for days until at last 330 trainloads of gravel have been used, at an added cost of \$45,000. Altogether sinkholes cost the company, as well as worry and precious time, \$150,000.

There are, too, rockslides along the lake edge, when whole sections of roadbed, apparently stable, skid from their foundations and plunge into the water. These are not avalanches, which could be guarded against, but are due to underground sloping rock formations. At one point engine and caboose meet a watery grave with the slipping grade--and when this occurs the line must be thrown back from the lake edge, with resultant delay far along the line.

As if sinkholes and rockslides are not enough there is the fire demon, destroying equipment and records, threatening lives and causing delay. Fire ravages half Cranberry Portage and is barely prevented from completely destroying the material yards by the gallant stand of a hundred weary men with only two locomotive pumps.

Such is the tale of "luck" experienced by the men of the Dominion Construction Corporation. Numbing cold, frostbite and blizzards in winter. Mosquitoes, lice, floods, fever, sickness,



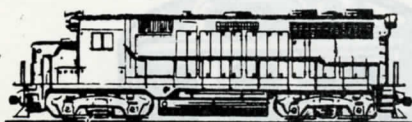
sinkholes and rockslides in summer. Bridges destroyed, camps gutted, ties and logging burned. Trees crashing through telephone wires, cutting off communication. Locomotives at the bottom of the lake. Wrecks. Accidents. Worst of all, men killed.

And with it all, a 24-month job finished in nine months--when it couldn't be done at all. A world record in railway building. A new departure in railroad construction for future engineers to copy.

What has it meant? Just this. The new North, with the surface of its incomparable resources hardly scratched, has been brought nearer. It was proven by a Frontier Buster and his men that it could be done--and a large measure of credit for what followed must be his--and theirs.

Many years the question of railway construction in the wilderness hung fire. How to get there was the question. With the building of this road the answer was given, the spell broken. The doors opened for those who do not fear to enter and strive. With the success of the Flin Flon line assured, no time was lost in pushing steel into Churchill on the Hudson Bay line. Other roads will follow--for the country still has its pioneers, its men of vision and courage. It has its armchair critics too.

But Canada still has its Frontier Buster and his men of the Dominion Construction Corporation, impatient for new worlds to conquer. For new frontiers to bust. To a newspaper reporter at Winnipeg, the late Major Graham Bell, Deputy Minister of Railways, said: "The Flin Flon is the greatest piece of railway construction ever carried on in Canada. It is a beautiful line!"



## SOUTHERN ONTARIO POWER NOTES

BY  
TONY  
DE SANTIS



• On Wednesday, May 5 CN freight No. 387 (Fort Erie-Sarnia-Chicago) was powered by HR616 2103, GP40-2L 9498, GP38-2 5532. The consist included 32 cars of general freight on the head end and 60 empty GATX "Tank Train" unit tank cars.

• GATX "Tank Trains" are still running despite the return of warm weather and the navigation season. The unit trains, which operate between Sarnia, Ont. and a power plant in Oswego, N.Y., normally run only during the winter months, usually between September and April. During the navigation season the bunker 'C' oil is normally shipped by barge from Sarnia. The trains, which are normally assigned numbers 722 or 723 depending on their direction, run as required, thus they can show up at any time on the Grimsby or Dundas Subs. Train 722 was last spotted in Hamilton at 0020 on June 17.

• Numerous 2100's have appeared in the area in recent weeks: on Friday, June 18 CN Train 393 was powered by HR616 2104 and SD40's 5070-5032-5068.

• On Thursday, June 10, 432 was powered by GP38-2 5505, GP9u 4004, GP9u 4011 and HR616 2104.

• On Wednesday, June 23 CN 433 was powered by M636 2320, HR616 2108 and GP40-2L 9558.

• On Friday, June 25 CN 390 was powered by GP9u 4005, GP38-2 5005, M630 2319 and HR616 2106.

• All CN 9100's assigned to Fort Erie have been returned to Winnipeg.

• CN Train 422, which operated from Windsor to MacMillan Yard (Toronto), now terminates at London. A new train, 413, now handles 422's traffic between London and Mac Yard.

• Train 412 has been operating via the Dundas, Oakville and Halton Subs., rather than its usual route through Stratford and Kitchener via the Guelph Subdivision.



• C&O GMD SW900 5244, built 2-51, Serial No. A153, was spotted in Toronto Yard (Agincourt) on May 16, 1982 (see photo in July issue). This unit has been acquired from Andrew Merrilees Ltd., 5-82, by Union Carbide Canada Ltd. of Montreal West, P.Q.

• The CPR-TH&B STARLITE no longer operates on a seven-days-per-week schedule owing to a downturn in traffic between Toronto and Hamilton. The train now usually operates Tuesdays to Saturdays inclusive. However, during the week of July 12 to 18, the STARLITE operated on Thursday, Friday and Saturday only. Its chores are now handled by the CPR KINNAR, with the result that the latter now arrives in Hamilton as late as 0600.



• TH&B GP9 402 is out of service with a bent frame and at latest report will be scrapped, in which it would join TH&B GP7 71.

• The TH&B "East Local", which operated from Hamilton to Smithville, Dunnville and Port Maitland, now originates at Welland Yard owing to a downturn in traffic. The Local, which was formerly ordered at 1130 out of Aberdeen Yard, is now combined with the "Day Port Assignment" out of Welland. The Day Port job works Port Colborne with power set off by "Extra East". Now the local job alternates with the Day Port Assignment so that the Day Port job runs on Mondays, Wednesdays and Fridays and the local operates on Tuesdays and Thursdays. The local operates to Hamilton as required, or the Port Maitland traffic is handled by Rock Trains or Sulphuric Acid Unit Trains.

• On June 21 the CP-BU derailed five cars as it was departing Kinnear Yard on the TH&B for Welland. The derailment was minor, as the cars remained upright. However, the CP-BU crested the escarpment at Vinemount at 0830 with its Conrail power, after a six-hour delay.



**GO TRANSIT'S EX-ROCK ISLAND UNITS**--The seven former Rock Island GP40's purchased by GO Transit from equipment dealer Chrome Crankshaft, as first reported in the June issue, will be assigned the numbers 720 to 726. GO Transit will be restoring the original numerical sequence of the units, as will be seen in the following tabulation:

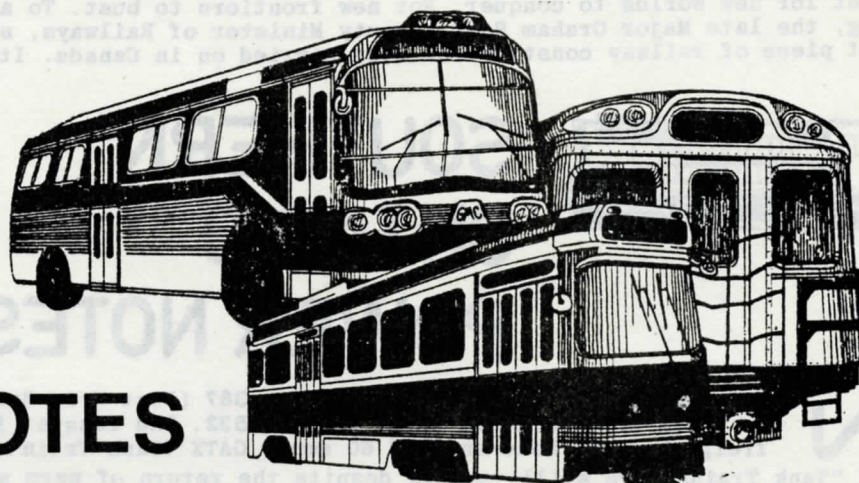
Original RI Number	Subsequent RI Number	GO Transit Number
375	3005	720
376	3002	721
377	3003	722
378	3001	723
379	3006	724
380	3004	725
381	3000	726

--Information courtesy GO Transit

- On Sunday, July 18 VIA Train 36 (Ottawa-Montreal) operated with its usual consist of conventional car equipment, but was powered by LRC locomotive 6902, proving compatibility of the new and old equipment, at least for operation during the non-heating season. --J.M. Harry Dodsworth



## NOTES

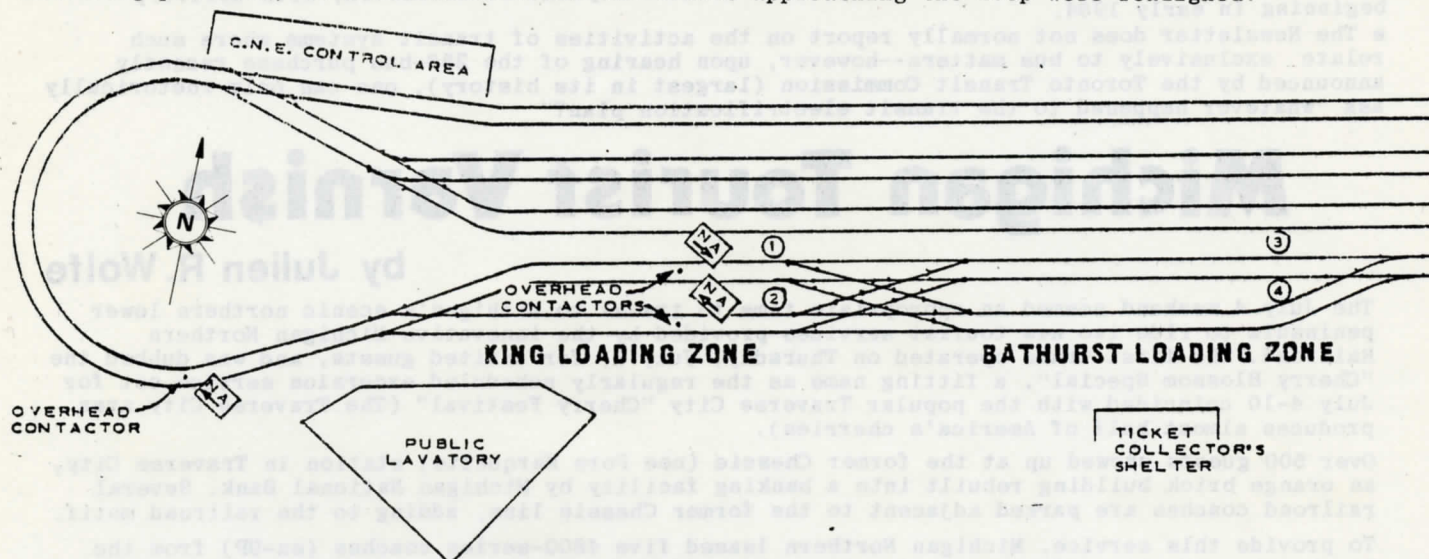


- Commencing July 21 station collectors in the subway system began selling 75¢ adult cash fare tickets. During 1981 the number of cash fares collected was 25% higher than in 1980. Regular tickets and tokens are sold at the rate of eight for \$5. The new tickets are being sold to patrons offering dollar bills for payment of fares. They receive the ticket and 25 cents in change, rather than four quarters, as previously. Sale of the cash fare tickets is expected to greatly reduce the volume of quarters which have to be handled by the Transportation and Treasury Departments, with a corresponding reduction in costs.
- The TTC recently awarded a \$7,014,398 contract for the Scarborough ICTS line to Folco Construction Equipment Ltd. The contract involves trackbed preparation from Eglinton Ave. to Ellesmere Rd., excluding the Lawrence and Ellesmere Stations. The work being performed includes the construction of the roadbed and pouring of the continuous concrete slab which will support the tracks. Completion of the contract is scheduled for September, 1983. Meanwhile, concrete pouring is in progress at the curved underpass beneath the CNR Uxbridge Subdivision just north of Ellesmere. The CN tracks have been diverted during construction.
- Several stations on the original 28-year-old Yonge Subway are being upgraded this year. The most dramatic renovation job is currently in progress at Davisville. The project, scheduled for completion by Fall, 1983, involves the relocation of the collector's booth and fare collection area from street level to an enlarged mezzanine area; the resurfacing of the station walls; and the installation of three escalators--one to each of the train platforms, and a third escalator between the street and mezzanine levels. The stairway between street level and the mezzanine, near the present collector's booth, will be rebuilt, eliminating the landing. Some of the work is being performed at night to minimize inconvenience to passengers. Subway service and passenger traffic is being maintained. When the renovations are finished, Davisville Station will be better able to accommodate the 23,000 people who pass through on an average weekday. Many of them live and work in nearby apartment and office buildings whose construction was influenced by the subway. The station upgrading program also includes the following activity: **King**: glass wall tiles being replaced by more durable ceramic tiles; terrazzo flooring covered with paver tiles (similar to installations at newer stations); collector's booth enlarged; newsstand remodelled; Melinda St. escalator replaced; two sidewalk entrances remodelled with new tiles, and snow melters installed beneath steps. **Queen**: four escalators to be replaced. **Dundas**: connection from west side to new Atrium on Bay office project; new wall tiles. **College**: mezzanine floor resurfaced with paver tiles; collector's booth enlarged; newsstand remodelled; new wall tiles; one escalator replaced; sidewalk entrance snow melters and new tiles. **St. Clair**: one escalator (east side) being replaced. At Union Station, work is essentially completed on the mezzanine expansion and station renovation (new floor and wall tiles, etc.) project. On the Bloor-Danforth Subway, Castlefrank, Greenwood and Coxwell stations are each receiving an additional escalator installation.
- An historical plaque, sponsored by the TTC, was unveiled at Castle Frank station on May 18, commemorating the construction of the Prince Edward Viaduct. This massive public works project, extending from Boradview Ave. to Sherbourne St., included the bridges over the Don Valley and



the Rosedale Ravine, and an earthen embankment between Parliament and Sherbourne Streets. Its opening on October 18, 1918 permitted street car service to be established to the rapidly growing suburbs east of the Don River. Almost half a century later, in 1966, Bloor-Danforth subway trains began rolling across the Don Valley bridge, on the deck which had been included in the bridge's design back in 1914 for just such a purpose. This foresight on the part of City Engineer Thomas Taylor and Works Commissioner Roly Harris saved the TTC \$3,000,000, the cost of building a new bridge for the subway.

The track alterations and additions at Exhibition Loop have now been completed, as has been the demolition of the old control tower at the east end of the loading platform. The new track layout, reproduced below, shows also the location of overhead contactors for the three new necessity action track switches, which are numbered 315 (west end of the new fifth track), 316 (north-west scissors crossover switch), and 317 (south-west scissors crossover switch). Further shown are the locations of signals 1, 2, 3 and 4, the first two of which give priority through the scissors crossover, while the latter two signals control movements through the trailing switch at the east end of the fifth track. Also shown, labelled "CNE Control Area", is the new unloading platform, to accommodate which the tracks approaching the loop were realigned.



- He thought he was driving a diesel bus--On July 23rd the Editor watched in disbelief as one Bay trolley coach attempted to overtake another, on the right hand side, southbound on Bay Street between Wellington and Front. As no less than four trolley poles slashed wildly and noisily in all directions, the p.m. rush hour crowds on the sidewalks watched in startled surprise. When the two drivers came out to rewire their poles, the camaraderie normally evident between TTC operators was noticeably absent as the would-be passer was greeted by the other driver, quite audibly, with "You dummy, you're not driving on Spadina now".
- A study of the options for reducing the noise and vibrations associated with CLRV's is nearing completion. The results will be included in a report that is to be submitted to the Commission in the very near future. As well, the recommendations stemming from this report will be used in determining future CLRV purchases which have been identified in the TTC Capital Works Program for 1983.
- The TTC has completed preliminary planning for a new subway station on the Yonge Line, approximately midway between Sheppard and Finch stations. This station, to be named Parkhome, would cost between \$17 million and \$18 million and would serve the City of North York's Civic Centre as well as surrounding Willowdale area neighbourhoods. The possibility of a Parkhome station was considered when the Sheppard-Finch portion of the Yonge Subway Northern Extension was designed in the early 1970's and the line has a level profile in the vicinity of Parkhome Avenue in order to accommodate a station at this point. Construction would take about 30 months and would require excavation directly below Yonge Street, construction around the existing subway box structure and a new roof on top of it, with the final step being the breaking out of the walls of the structure now in place in order to create the station platforms. The work would be expected to have only a minimal effect on subway operation. This project, if the Commission gives approval to go ahead, would constitute the first instance of a station being added on an existing subway line in Toronto.
- The following is an itinerary for the demonstration and exhibition of UTDC's ALRV in Toronto, as the schedule stood on July 27. Unfortunately much of this will have happened by the time this is read, but it is presented in any case for the record.
  - Aug. 3--Car will be loaded on Charles Matthews' float at Millhaven Test Centre for movement to Toronto; was to be stored overnight at Matthews' yard in Langstaff.
  - Aug. 4--A.M.--Car to be delivered to St. Clair Carhouse. P.M.--to be operated to Hillcrest.
  - Aug. 5--Performance tests at Hillcrest.
  - Aug. 6--Daytime--rerailing tests for centre truck. P.M.--test run for clearance tests, Hillcrest to Russell Carhouse.
  - Aug. 7--Seven hours of operational and clearance tests on the track system, including St. Clair West Station Loop.
  - Aug. 8--Further test runs in morning, returning to Hillcrest in afternoon.
  - Aug. 9--Car to be equipped with TTC heralds and other decals, as well as a farebox (car will be numbered 4999 during its demonstration period).
  - Aug. 10-13 (and possibly 14)--4999 will operate between 7 a.m. and 3 p.m. in regular service as



an extra on Route 501 (Queen). In each operating period it will enter and leave service by operating to and from Neville Loop.

Aug. 15-16 (night)--Car will be operated to Fleet Street in front of Ft. York Armouries at about 1:30 a.m. where it will be loaded aboard a float and transported into the CNE grounds for display at a site just south of the Eastern Entrance loop during the period of the Exhibition (August 18-September 6). The reverse movement will be made at the same location following the display period.

There will be a further test period of about three months in regular service following the CNE, but the car is committed to be returned to Millhaven by the end of the year. Maintenance will be carried out by UTDC personnel at Russell Carhouse. Official information is that the crush capacity of the car exceeds that of two ICTS cars.

The ALRV will remain in UTDC colours during its visit to Toronto.

- The TTC has signed a \$27,480,000 contract with the Urban Transportation Development Corporation for the supply of 24 cars for the Scarborough ICTS line (now designated as the Scarborough RT). The cars will be constructed at UTDC's plant at Millhaven, with delivery beginning in early 1984.
- The Newsletter does not normally report on the activities of transit systems where such relate exclusively to bus matters--however, upon hearing of the 256-bus purchase recently announced by the Toronto Transit Commission (largest in its history), one can only rhetorically ask "whatever happened to the transit electrification plan?"

# Michigan Tourist Varnish

by Julien R. Wolfe

The July 4 weekend seemed an appropriate time to travel to Michigan's scenic northern lower peninsula to ride two new tourist services provided by the innovative Michigan Northern Railroad. The first train operated on Thursday, July 1, for invited guests, and was dubbed the "Cherry Blossom Special", a fitting name as the regularly scheduled excursion service set for July 4-10 coincided with the popular Traverse City "Cherry Festival" (The Traverse City area produces almost half of America's cherries).

Over 500 guests showed up at the former Chessie (nee Pere Marquette) station in Traverse City, an orange brick building rebuilt into a banking facility by Michigan National Bank. Several railroad coaches are parked adjacent to the former Chessie line, adding to the railroad motif.

To provide this service, Michigan Northern leased five 4800-series coaches (ex-UP) from the Southeastern Michigan Transportation Authority (SEMTA) as well as two coaches from private sources. Also used on Thursday were two open window cars, previously owned by Algoma Central, and originally built for the Denver and Rio Grande Western over 60 years ago.

The special departed at 6:40 p.m., 40 minutes late due to late arrival in Grand Rapids earlier in the day of the other two leased cars, 4804 and 3926. Upon their arrival at 5:55, they were cut into the special, and the second green and white GP7 (ex-Algoma Central) was added to the point. After some problems in getting a brake test were solved, the two diesels hauled the nine-car consist 11 miles south to Grawn, Michigan, over state-owned, former Chessie track, still capable of supporting 30-40 m.p.h. train speeds.

A happy party atmosphere reigned on board, fueled in part by the free champagne distributed by car hosts, and a tasty snack that included cheese, crackers, olives, celery, grapes, etc. The train passed lakes, farms and forests, a scenic background for its happy riders. An unexpected 15 minute stop was made at Grawn to replenish the stock of soft drinks which had been used up on this warm, sunny day. After the engines were run around the train, we departed for Williamsburg, 22 miles to the north. MN had not intended to stop at the Traverse City station on this leg of the run, but did stop to detrain several passengers.

The track on the northern portion of this line was also good, again allowing the genmotors under the air conditioned cars to supply power for on-board air conditioning. The northern portion of this route passed close to the Cherry Capitol Airport, as well as through residential areas heavily frequented by tourists. Some good views of Grand Traverse Bay were had where the railroad parallels U.S. Route 31. Final arrival in Traverse City was at 9:00 p.m. and few, if any, of the passengers even noticed that the train was 30 minutes late.

For its "regular" service, Michigan Northern published an attractive green and white timetable for its daily July 4 through July 10 service, listing seven daily round trips to Williamsburg on most days, increasing to 10 round trips on July 10. Two intermediate "stations" were built, at Acme (near the Hilton resort complex) and at 4 Mile Road, close to the bay and the many motels lining its shore. Fares were \$3.00 round trip, a bargain for 22 miles of unusual train service, and approximately 10,000 riders were handled during the week.

On Friday morning, July 2, the train was split, with the 1603 leading SEMTA coaches 4811, 4809 and 4815 for the approximately 100-mile deadhead trip to Petoskey, roundabout via Walton Junction. A total of five persons, including my wife and three other railfans were the sole passengers as this little train slowly travelled over this former PRR branch, a bucolic, often tree-shaded delight. Arrival at Walton Junction was around 2:45 p.m., over two hours after leaving Traverse City, for a distance of only 25 miles.

I was surprised to see that both wye connections were in at the junction with the MN (ex-PRR, ex-GR&I), and soon we were racing along the "main" at speeds in the 30-40 m.p.h. range, making the line feel like a super railroad in comparison with the Traverse City branch. The MN's main runs parallel to Highway 131, often passing lakes, woods, hills and pleasant farms.



A one-hour lunch stop was made in Kalkaska, with the train left adjacent to both a drive-in bank and the old station, now an historical museum. The entire complement of five passengers joined the two man crew (engineer and conductor) at a fine diner across from the tracks, where 15¢ coffee and home-made cream pies were the order of the day. Around 7:00 p.m. the engine left us one mile south of Petoskey while it spent about one hour switching some freight cars. We finally arrived at the former Chessie freight house in Petoskey at 8:30 p.m., an eight hour trip that could be made by car in 1½ hours.

Reaching the freight house was not without interest, as the train operated to the current limits of ex-PRR track at Bayview Junction (the 35 odd miles to Mackinac City, owned by Penn Central, are currently out of service), then backed south across busy U.S. 31 on the former Chessie line to Charlevoix, Traverse City and Manistee; MN operates the 22 mile Grawn-Williamsburg link and the 18 mile Petoskey-Charlevoix stretch, both owned by the State of Michigan. The train passed a baseball field (we interrupted the game and scared several spectators whose cars cleared the engine by inches) as well as the old Petoskey (Chessie) station, now an interesting historical museum, complete with false clock tower.

Though hard to believe, MN hired an electrical contractor who found it relatively easy to restore 220 volt, three-phase power to the still-existing Chessie standby facilities at Traverse City and Petoskey, more than 15 years since the last passenger run. This allowed nighttime battery charging, and some measure of daytime air conditioning on the well-maintained, but 32-year old SEMTA equipment.

The reasons for bringing the 3 SEMTA cars to Petoskey was the Saturday, July 3 start-up of the "Bay Express", a privately run tourist operation contracting with MN which in turn leased the cars from SEMTA. Four 36-mile round trips are scheduled each Saturday and Sunday (the schedule may be changed to Friday and Saturday), terminating in Charlevoix near the privately owned, white frame Chessie station adjacent to a pretty lakefront park. The train's sponsors meet each run with a bus to downtown Charlevoix, as well as connecting with the "Bay Queen" lunch and dinner cruises on Lake Charlevoix. The train ride would appear to be a natural success, connecting as it does two very scenic lakefront tourist towns, Charlevoix being "upbeat" and full of condo's, while Petoskey capitalizes on its traditional old wealth.

Indeed, the train departs from Petoskey's "Gaslight" district, near the old PRR station (now a law office), and one can sit on the porch of the restored 70-year old Perry Davis Hotel and watch the train carry summer vacationers, just as so many steam trains once did back in the '20's and '30's. Hopefully, the \$10 round trip service won't deter too many riders, though patronage on the first weekend was sparse. A heavy radio ad campaign in the area, as well as in the Detroit Metropolitan region, 250 miles to the south-east, should bring in sufficient revenues to keep this interesting service in operation this summer, and hopefully next summer as well. There may also be fall foliage excursions. Information can be had from "Bay Rail Express", 104 Michigan Ave., Charlevoix, Mi. 49720.

## SCOTIAN RAILROAD SOCIETY COLLECTION

### BROKEN UP

Information from Bob Sandusky

The Scotian Railroad Society of Halifax has released a special issue of its newsletter which carries the sad news of the disposition of its museum collection and suggests that the Society itself may be disbanded. UCRS member Bob Sandusky, who has also been a member of SRS for about 11 of the latter society's 14 years, has supplied the following information on the situation.

The formation of the SRS was first considered in 1967. When a couple of old pieces of rolling stock became available for acquisition from CN, there was created the justification for organizing a group. The Society was formed in 1968 and one of the CN cars became the nucleus of the formation. This item was express car 8018, built in Moncton in 1875 and last used as part of CN's famous Museum Train. With the fresh incentive to find a museum site, the group began to build its membership and raise funds. It held its first excursion in 1968 and also published the first issue of the "Maritime Express".

Car 8018 arrived in Halifax in 1969 and several more acquisitions followed. Eventually the rolling stock collection grew to include CN van (caboose) 77403 and mail and express car 7832. Business car 99, built in Buffalo in 1891 by Wagner and variously named PILGRIM and ETHAN ALLAN was the gem of the collection. A site was found in Halifax and members laid two 100-foot sections of track in a 45-foot by 100-foot area which they fenced. The collection was nicely rounded out when a steam locomotive was acquired. This was No. 4, a 1911 Baldwin 2-6-2 which had been operated at the Drummond Colliery at Westville, N.S. off and on since 1930. Its earlier purchase through a Southern U.S. equipment dealer had earned it the nickname GEORGIA PEACH. It was built as a rather longish 0-6-0 which the Nova Scotians at Westville had customized into a 2-6-2, a rare wheel arrangement in Canada. The movement of this loco by flat car to Halifax in 1972 was one of SRS's major achievements.

A target was set to have the museum exhibits open to the public in 1974. Even the rather slick "Maritime Express" newsletter gave way in 1974 to the mimeographed "SRS News" as the maximum possible energy was devoted to the museum. The exhibits did open during the summer of 1974 after six years of hard work. This significant accomplishment became part of the local scene for a few years.



The final acquisition came in 1977 when the SRS was given CP steam crane 414324 (the second last such crane used on CP Rail). With it came idler car 412722. Both were stored by the Dominion Atlantic Ry. until SRS could take delivery. About that time it became evident that considerable time, energy and funds were required to maintain the existing collection, especially since vandalism was becoming a problem. Also, membership was dwindling and the same few people wound up doing all the work. As a result the SRS could not take delivery of the DAR crane and boom car, so in 1980 this equipment went to the CRHA New Brunswick Division (at a site near Moncton).

The Halifax collection has finally reached the point where it has had to be broken up. Continuing vandalism, of an extreme degree, had taken its toll and no other suitable sites or even interested purchasers could be found. An unsympathetic municipal government continued to raise the taxes on the site. An offer to the Province of Nova Scotia to take over the collection was declined, allegedly for financial reasons.

On May 25, 1982 the SRS engaged a demolition contractor to scrap the collection. The three wooden cars were quickly broken up, followed by the tender of No. 4 and then the locomotive itself. By late June only mail and express car 7832 awaited the torch. The final irony is, as there is no current market for scrap in the area, that the SRS has had to sell off other museum assets, including a track velocipede, to raise funds toward the \$4500 that it has to pay for the disposal of the equipment.

It is greatly to be regretted not only that unique pieces of rolling stock have been lost, but that the SRS members should have to see love's labour lost. They deserve much credit for having put forth a dedicated effort--perhaps the lasting knowledge that such effort was made constitutes a form of reward.

## BOSTON TO BERLIN

by Sanborn S. Worthen



The end of this report, which is presented at the beginning, describes the view from the Departure Lounge, Volpe International Terminal, Logan International Airport, Boston. From this comfortable observation point, there is an excellent view of the trains of blue and white cars on the Blue Line of the Massachusetts Bay Transportation Authority, the "T", coming from and going to Government Centre, Revere Beach and Wonderland.

The events described in this report had their origin in a flyer issued by the Massachusetts Bay Railroad Enthusiasts in March, announcing that an excursion would be made on 15-16 May over the Boston & Maine Railroad, from Boston west to Greenfield and thence up the Connecticut River valley to Brattleboro, Bellows Falls, White River Junction, Wells River/Woodsville, Littleton, Whitefield and Berlin, N.H. Initially it was proposed to travel up the Lancaster branch to Groveton, but, in the end, this part of the trip could not be made, due to deteriorating track conditions.

Bill Crawford, President of the Mass. Bay RRE, kindly provided the Associated Press report which appeared in the Boston Sunday Globe of 16 May (the first day of the trip). Here are parts of it:

"About 200 people from as far away as California and Canada, who conceded that they're 'crazies', are spending this weekend on a special train riding the rails of northern New England...The 560-mile trip will recreate in part the 'DAY WHITE MOUNTAIN EXPRESS' service that the Boston & Maine used to run as late as 1960...The White Mountains Region Association, which worked out the overnight stay (in Littleton--SSW), has arranged for Governor Hugh Gallen to greet the railroad buffs in Littleton, his hometown (The Governor did not appear--SSW)...Bill Crawford of Nahant, Mass., a 38-year-old metallurgist at General Electric in Lynn, Mass., President of the non-profit, educational group, said enthusiasts are from 20 states, the District of Columbia and Canada. These, he said, will include 'the hard-core, heavy-mileage freaks', the most determined of railroad buffs. Some of these crazies will pay more in air fares than for tickets for the trip along this 'very rare mileage'...The \$140 tickets include box lunches and a shared motel room in Littleton. 'That's expensive', Crawford said. 'I'm embarrassed to ask for that much, but that's what it costs to rent the train'.

But go they did. The weather and the equipment co-operated admirably. The train of four narrow-windowed "T" commuter cars, one with toilet facilities, with an F40 diesel at each end, was adequate for the speeds and grades contemplated. The composition of the train, going north, was as follows. The reason for one locomotive at each end was that there were no turning facilities for the train at Berlin, N.H. and, anyway, the B&M authorities would never have allowed the train to back up from Berlin to Wells River, Vt. where the train could have been turned on the B&M-CPR wye:

MBTA engine no. 1007, F40PH, EMD-GM, La Grange, Illinois; MBTA cab-control coach, Pullman-Standard, Chicago, Illinois; MBTA trailer coach, PS; MBTA trailer coach, PS; MBTA trailer coach, PS; MBTA engine 1008, F40PH, EMD-GM.

The road operators called the train "Passenger Extra 1007" on the northbound run and "Passenger Extra 1008" on the southbound trip.

Running was leisurely from Boston to Greenfield; stops for passengers were made at suburban



stations as far west as Ayer. With 160 passengers on board, nearly everyone had a window seat. Those that didn't northbound did southbound, the next day.

The excursion was imperilled somewhat by a serious freight train derailment on the Connecticut River line on May 10. Several tank cars and covered hoppers ran off the right-of-way at the south end of the bridge over the West River in Brattleboro. Service was restored on May 13, two days before the excursion. In the interval, Amtrak MONTREALER service was maintained by highway buses, and through freights detoured south of White River Junction over the former Northern Railroad of New Hampshire to Concord, which line had not been used regularly by trains for several years.

As the special approached Littleton, N.H. on Saturday afternoon, radio scanners reported that there had been a minor derailment of a car on the Berlin freight further east at Wing Road, between Littleton and Whitefield, N.H. This situation necessitated some rapid decisions by Mass. Bay RRE and B&M personnel. After some deliberation, it was decided to postpone the Littleton-Berlin trip until the next morning (Sunday). With the close cooperation of motel, transfer bus and lunch supply personnel, departure time from Littleton was rescheduled to 0730.

The highlight of the morning's trip was the photo stop and runpast at the ball signal protecting the crossing at grade with the Maine Central Railroad at Whitefield. The stops and the run-by at this point were first quality! The clatter of camera shutters was deafening as Conductor Jack Fiske climbed down from "T" locomotive Number 1007 to raise and lower the ball, before and after crossing the MEC's Mountain Division. From Whitefield, the train proceeded cautiously over the branch to Randolph, Gorham and Berlin. Between Gorham and the end of the line, the branch crosses the Androscoggin River valley--and the Grand Trunk (CN) Portland-Montreal main line--on a high steel trestle, a wonderful vantage point for taking pictures up and down the valley.

The return trip to Whitefield, Littleton and Woodsville/Wells River was made at reduced speeds, due in part to the trackside high water caused by several beaver dams. But once the train reached the Connecticut River line rails, the speed increased. From White River Junction to Greenfield, the track is used by Amtrak trains and therefore is maintained in good condition.

Box lunches were provided at noon on both days. On Sunday, prudent passengers anticipating a late arrival at North Station, Boston, saved some of their mid-day lunch for supper, or scampered off to nearby restaurants in White River Junction during the brief stop there. Some passengers elected to return to Boston from Littleton and White River Junction by bus. Participants from the Hartford/New Haven, Connecticut area, who came by car to Greenfield on Saturday morning, detrained there on Sunday evening and made the return trip to their starting points by Interstate. Inbound to Boston, stops were made at North Leominster, Waltham, Belmont, Ayer, Concord and Cambridge. The Mass. Bay RRE excursion arrived at North Station at 2157, in time for a quick connection with Amtrak Train 67 at South Station for New Haven, New York, Philadelphia and Washington.

There was one on-train and one off-train medical incident. Dr. Eric Robinson, President of the 470/Portland Division RRE, was on hand Sunday to assist in the replacement of a dislodged contact lens. Mr. Charles Bustard from Wayne, Pa. had the misfortune to suffer a heart attack on Saturday evening and was taken immediately to the Littleton Hospital. After treatment, his recovery was described on May 19--three days later--as "remarkable".

Passengers who had ridden on previous Mass. Bay RRE excursions were looking forward to another of Len Bachelder's comprehensive, historical-geographic trip brochures and the 78-page compilation which was distributed did not disappoint them. Mr. Bachelder has achieved a considerable reputation for his trip guides and the one for this excursion certainly enhanced his renown. Enthusiasts interested in obtaining a copy of this trip brochure can send \$4. U.S. to Connecticut River Line Guide and Historical Description, P.O. Box 136, Ward Hill, Ma. 01830. It took the combined efforts of almost 50 people to make the trip happen. One member of the planning team spent more than 200 hours on it over a six month period. The "on-train" bookstore was operated by Broadway Limited Antiques and offered some very interesting items, mostly New England oriented.

"Crazies" or not, a very good time was had by all. To confound the critics, another similar excursion from Boston to Rotterdam Junction, N.Y. (connection with Conrail; formerly New York Central Railroad) via the famous Hoosac Tunnel, was planned for Saturday, June 12.

P.S: The end is at the beginning.

• Since June 1st, LRC sets have been operating either daily or six times a week on most major lines in the Quebec City-Windsor corridor. The normal assignments are Trains 28, 29, 32 and 33 between Montreal and Ottawa, Trains 20 and 23 between Montreal and Quebec City, Trains 60, 61, 66, 67, 68 and 69 between Montreal and Toronto, Trains 45 and 46 between Toronto and Ottawa, Trains 71 and 76 between Toronto and Windsor, and Trains 83 and 86 between Toronto and Sarnia.

• The second LRC order (10 locomotives, 50 cars) will incorporate certain design modifications, including stronger tinting of the windows and larger galleys in the club cars. The new trainsets will be used in the Maritimes and in the West as well as to augment service in "The Corridor". The first locomotives are expected in the late spring of 1983, with the balance of the equipment to be delivered through the remainder of 1983 and into 1984.

--Above two items from VIA Rail "Vialogue"



# THE SOMERSET RAILROAD CORP.

by Albert D. Kerr

By 1984, if present plans materialize, the Niagara Frontier will have a new heavy duty coal hauling railroad, to be constructed and owned by the New York State Electric and Gas Corp. The new Somerset Railroad will have as its primary purpose the transportation of coal and other material to the new Somerset Electric Generating Station, now under construction in the Town of Somerset in Western New York's Niagara County, on the south shore of Lake Ontario. When NYSEG originally purchased the property for this generating station, the New York Central was very much alive and in business, operating the former Rome, Watertown and Ogdensburg (the "Hojack" line) and supplying local freight service between Suspension Bridge and Charlotte. Barker was the closest station to the plant site.

Later, during the time of the Penn Central Transportation Company, unauthorized partial abandonment of the Hojack took place near Lewiston, forcing the route to be operated exclusively from the Charlotte end and with a resulting escalation in labour costs. When Conrail was formed, the Hojack was not included in the Federal System Plan as a viable route. After operating under a state subsidy for a few years, the struggling bi-weekly freight service was discontinued. All track and structures were left intact.

Thus the Somerset generating plant was left without rail service by 1980 when construction of the plant began. The intricate political problem of locating a suitable rail route to the site, suitable to all parties, was then undertaken. Five possible routes were under consideration at one time or another, with the final route decision to be made by the Interstate Commerce Commission upon the strength of its study of volumes of testimony. Basically, the proposed routes were: 1. The Gasport Spur, running north from Gasport to the plant site. 2. Transmission Corridor, using the Hojack to the Niagara Mohawk power transmission line just north of Niagara University. 3. Sanborn Station, running north to the Hojack. 4. Cambria Station, using the abandoned Pekin Branch, and then north to the Hojack. 5. The Danielewicz Route, named after a person with foresight and imagination who chose the route, using the former International Railway Co. Lockport-Olcott interurban line and its Gulf line.

In the eyes of the ICC, the Danielewicz Route won hands down. So, after a lapse of almost 45 years, the former Olcott line of the IRC will probably see rail service again, but of a magnitude never dreamed of in the days of speeding 4000's and steeple cabs between Lockport and Olcott. Initial engineering reports indicate that the Somerset Railroad will use a unit coal train operation with each movement powered by five GP38 locomotives or similar motive power hauling 98 hopper cars of 100-ton capacity apiece, at maximum speeds of 40 m.p.h. Loaded trains will operate northbound, with a 2% downgrade, and empties will return southbound.

Basically, the Danielewicz Route begins on the Falls Road Branch of Conrail, 11.9 miles east of CP 61, at a new junction on the west side of Lockport, continuing north to a junction with the Hojack, east of Burt Station. About two miles of the former IRC (ex-Erie, ex-Erie-Lackawanna) Gulf line will be used north of the Falls Road. The route then crosses the gulf on a curving trestle, 60 feet high, and proceeds to follow, off and on, the abandoned Olcott interurban right-of-way to the Hojack connection. Grade separations are planned at Routes 104 and 78, and under Mill Road and Old Niagara Road. East of Burt, 3.6 miles of the existing Hojack will be reconstructed and used to reach the boundary of the generating station. Not specifically spelled out is what method will be used to re-establish local freight service to Lockport's Lowertown and to isolated potential customers on the Hojack west of Burt. The Somerset Railroad will not require automatic signals because of the limited number of trains to be operated. However, the junction with the Falls Road will be equipped with electric switch machines controlled by Conrail CTC and protected by distant and home signals. Hotbox and dragging equipment detectors will also be situated at this junction. The Conrail crew assignments are not yet clear. It would seem that the unit trains would receive their final crew change at Conrail's Seneca Yard, proceeding to CP 61, Somerset Junction, or directly to the plant site. Whatever is decided, the entire project will provide needed employment for many facets of the railroad industry in the Buffalo-Niagara Falls area.

## VIA

VIA Rail has been assessing passenger reaction to the LRC trains and on the basis of this has added seat numbers to coaches and club cars, which simplifies passenger identification and order taking; has added the International Access Symbol for the Disabled to identify washroom locations, and intends to install stronger door latches; has added studs for litter bags; plans to install larger baggage "modules"; and intends to investigate ways of treating the car windows in an effort to reduce glare. VIA Quebec and VIA Ontario are experimenting with the collection of first class tickets by VIA-1 clerks at the VIA-1 check-in counter at major stations, upon which club deluxe passengers are issued boarding passes which are to be displayed on the train. On-board personnel collect tickets only from those who do not have a boarding pass. Newspapers and menus are also being distributed at the check-in counter to reduce the load on the train crew. VIA is returning to the multi-lift ticket format, to a maximum of four trains per ticket. This is to simplify records of lifts, and to avoid false claims for refunds for tickets which have not been punched for a segment of the trip. The new tickets are printed in beige and grey tones with the VIA logo in gold. Finally, four new ticket folders, each with a regional photographic motif, have been placed in use.

--VIA Rail "Vialogue"





# UCRS and other events and activities

by Ed Campbell

The UCRS is privileged to have a display at the celebration of 100 years of rail at North Bay. The display will be placed in the lobby of the City Hall along with others by the Canadian Pacific Railway, Ontario Northland Railway and the Canadian National Railways. It will be put in place by Jim Walther and John Robertson on August 1st and removed on August 20th. Details of other activities at North Bay are in the July Newsletter.

--Our President, Charles Randall, has been urging us to take part in Society activities. During August and early September members can assist at UCRS booths at two exhibitions--the CNE in Toronto (August 18-September 6) and the Milton Steam Fair (September 3 to September 6, both inclusive). At the CNE, also, CN 6213 will be open for public inspection; the number of days during which the locomotive will be open will be dependent on your support. Please call Chris Spinney at (416)267-9298 or Norm English at (416)691-8541 to offer your help for the CNE, and Jim Walther at (416)637-3666 to offer your help at the Milton Steam Fair. Your participation will be greatly appreciated. The Society's booth at the CNE will be adjacent to 6213, located at the east side of the Marine Museum.

--Sincere thanks to Jim and Heather Walther and John Robertson for their efforts on behalf of the UCRS at "Just a Country Fair" held at the Georgina Pioneer Village on July 24.

--Norm English and his helpers have been active at the UCRS sales outlet at the CN St. Clair Avenue Station, Toronto, organizing the records, stock, etc. Don't forget to visit them whenever dates are announced for the outlet to be open.

Friday, August 20--The regular UCRS Toronto meeting at the Education Centre at College and McCaul Streets; doors open at 7 p.m. for informal get-together before the 8 p.m. sharp start of the meeting in the 6th floor auditorium. Entertainment will consist of members' edited 16mm motion pictures and other 16mm movies. Included will be a commercial film, beautifully photographed, of South Africa's world-famous Blue Train. Call George Meek at 532-5617 if you have any movies to show.

Friday, August 20--The regular Hamilton Chapter meeting will be held on the same evening as the Toronto meeting, in the CN Hamilton station at 8 p.m. featuring members' 35mm slides. The experimental summer meeting in July was well attended; the decision to change from the usual fourth Friday to the third Friday for the August meeting was made to accommodate members who will be on holidays later in the month.

Friday, September 17--The regular Toronto UCRS meeting will be held in the 6th floor auditorium at the Education Centre at the corner of College and McCaul Streets. The usual informal get-together will begin at 7 p.m., so that the meeting may start at 8 p.m. sharp. Entertainment will be announced in the September Newsletter.

Saturday, October 2--The UCRS Annual Banquet is being held at the Westbury Hotel, 475 Yonge Street, Toronto (College-Yonge area). Social Hour 5:30-6:30, followed by a delicious veal cordon bleu dinner. We are very fortunate to have as our Guest Speaker DAVE MCKAY of Cleveland, Ohio, a truly outstanding railfan photographer. The first part of Dave's slide program takes us back to the 1960's, featuring such famous U.S. passenger trains as the 20th Century Limited, Panama Limited, Empire Builder, etc.,



in pre-Amtrak days. Then, we travel to Western Canada in the 1970's for a look at CN, CP and VIA action in the spectacular setting of the Rockies. This will be another great railfan evening, a chance to see top quality slides and to socialize with your fellow members. Ticket price of \$18.75 includes tax and gratuities. Avoid disappointment--order NOW from Banquet Chairman, UCRS, Box 122, Station A, Toronto, Ontario M5W 1A2. Tickets will also be on sale at the August and September Toronto meetings. Further information from John Thompson, (416)759-1803, George Meek, (416) 532-5617.

### SEATTLE: WATERFRONT STREET CAR LINE OPENS

The abandonment of Seattle's street car system, which occurred early (in 1939), has been at least in some measure avenged by the May 29th opening of a 1.6 mile tourist line along the city's waterfront. Visitors to the area are attracted by boutiques, seafood restaurants, viewpoint parks, Pike Place Market, the Aquarium and the Kingdome. These pleasures are now augmented by the operation in the area of restored 1927-vintage double truck street cars, painted green and gold, which have been purchased from Melbourne, Australia. The cars feature rich wood grain panelling, arched doorways, solid hardwood benches and large view windows. Refurbishing of the car bodies was performed by interested citizens who volunteered their time and effort, while mechanical renovation was performed by Metro Transit personnel. Three cars have been purchased for the operation together with a fourth which will be cannibalized for parts. The cars have a seating capacity of 56 and a capacity of 93 including standees.

The line, which uses former Burlington Northern trackage, operates along the east side of Alaskan Way to serve shoppers, sightseers, commuters and sports fans. It forms an integral part of the county-wide Metro Transit system, with transfers available to and from connecting bus lines. There are seven loading platform stations along the length of the route. Equipment will be maintained in a carhouse at the north end of the line.

The idea of a street car operation on the Seattle waterfront was born eight years ago. City Council member George Benson and others pictured the return of a classic trolley line to Seattle, one that would provide efficient transportation. Through the combined efforts of local and federal governments, Metro Transit, the Burlington Northern Railroad and waterfront property owners, the line has become a reality.

The May 29 opening included a colourful ceremony. In recognition of the national origin of the cars, the University of Washington band played both the U.S. and Australian national anthems. Speeches were made by VIP's from both countries, and then the Mayor of Seattle officially turned over the operation to the head of Metro Transit. A bronze spike was driven to finish the project. After the ceremony, the U.S. Navy Band had its turn and then a Big Band dance wound up the day.

--Adapted from ETS "Transit News"

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