

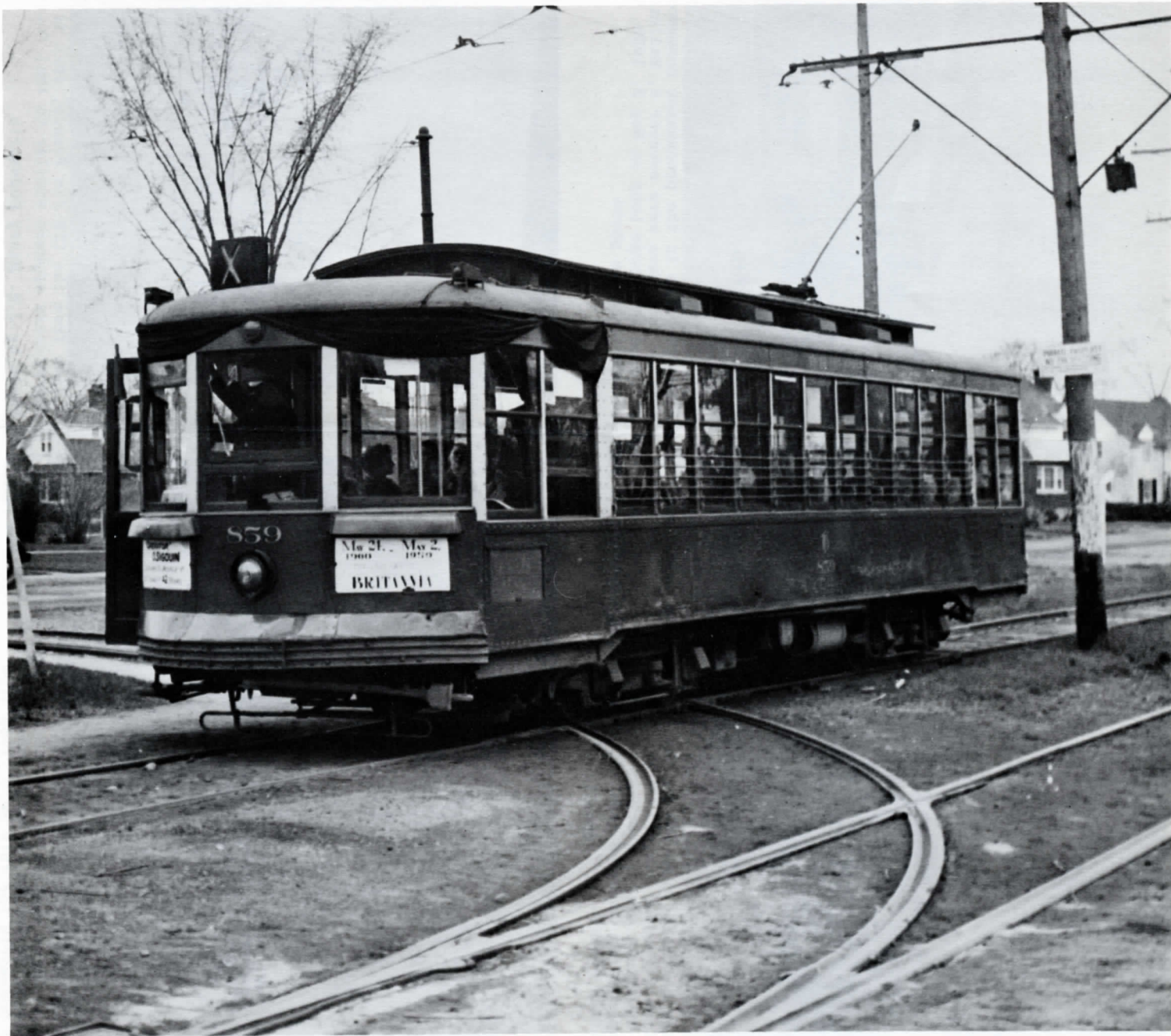


# Newsletter

INCORPORATED 1952

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





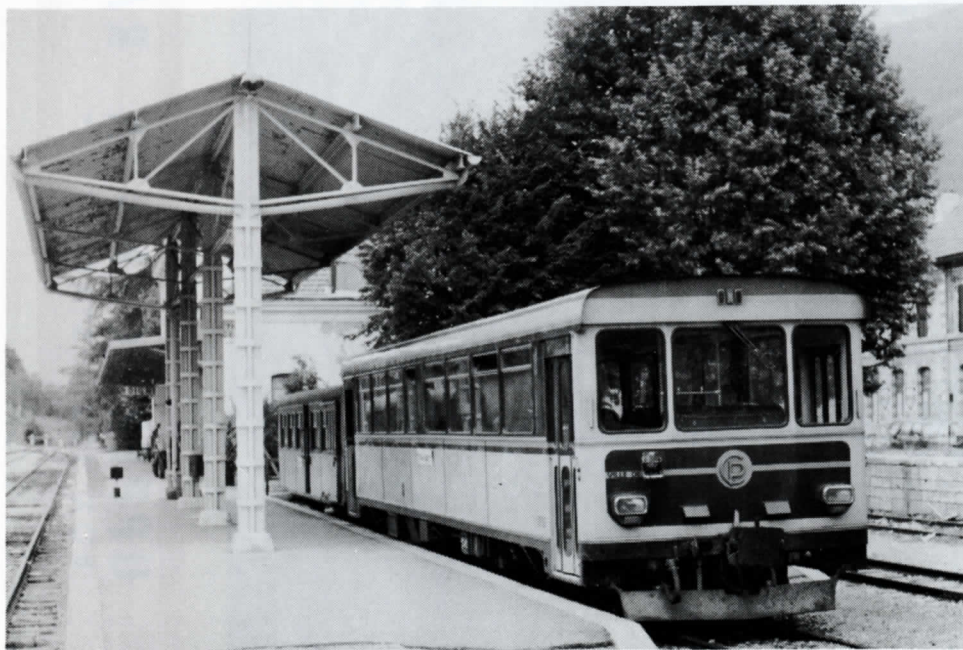
OTC 859 pauses on the Britannia Line PRW on the CRHA fantrip which bade farewell to the Ottawa streetcar system, on May 2, 1959. In the background may be seen stored equipment awaiting scrap. A happier fate awaited 859, the last streetcar to operate in Canada's capital, which was undoubtedly of some comfort to the railfans aboard.

--Omer Lavallee photo



Among the cars in the procession commemorating the end of street railway service in Ottawa were sweeper 6, Mailcar 423, and grinder B2. They are pictured at George Loop on May 2, 1959, awaiting the start of the parade.

--Omer Lavallee photo



The ALPAZUR waits at Digne station before starting back south to Nice, France, on the Chemins de Fer de Provence (see article this issue). Credit J.H. Harry Dodsworth for this Sept. 1983 view.



A view from the CPR (in France, that is!) in the back country. Sept. 1983. The scenery appears similar to that found in parts of Mexico or California.

Photo by J.M. Harry Dodsworth



# 25 years later: THE OTTAWA RAIL TRANSIT ABANDONMENT REMEMBERED

BY OMER LAVALLÉE

1959 was a bad year for electric transit enthusiasts. Three of Canada's four transit-type electric passenger railways terminated their services during that year. First was the former Montmorency Division of the Quebec Railway, Light and Power Company, which extended 25.2 miles between Quebec and St-Joachim. Its services ceased early in the morning of Monday, Mar. 16, 1959. Another was the end of rail service on the Montreal Transportation Commission, which was marked on Labour Day weekend, 1959, with a procession of historical vehicles. This account concerns the third such abandonment, that of rail service on the Ottawa Transportation Commission, which took place on Sunday, May 2, 1959.

Following the discontinuance, earlier in the 1950's, of rail routes to Hull and Rockliffe and along Bronson Ave., by the beginning of 1959 the OTC operated four streetcar routes: Route A--George Loop-Britannia; Route B--Bank-Lindenlea; Route R--Preston-Rideau; Route S--Holland-Laurier.

Most of these routes served the older, populated area of the nation's capital, except for the thinly-settled outer end of the long private right-of-way through the southwestern suburbs to Britannia, a popular beach resort on the Ottawa River. On Jan. 12, 1959, the OTC abandoned the B route, enabling tracks to be lifted on its outlying appendages southward on Bank St. and in the Lindenlea area. The remaining three routes were concentrated on the same tracks through the centre of the city; thus, they operated to the end. The January abandonment permitted the OTC to withdraw its oldest cars (three members of the 651 class) as well as its newest (the four members of the 1000 class, built as late as 1947). These withdrawals left the system served completely by 30-year-old cars of the 800 series. Between January 1959 and the end of service, four months later, all four routes ran throughout the week and on Saturdays. On Sundays, however, the R route did not operate; the A route was extended from George Loop to the Rideau end of the R line, while the other appendage, on Preston St., was served by a shuttle bus.

Early in the spring it was announced that the remaining rail system would be abandoned effective Sunday, May 2, 1959. The final changeover from streetcars to buses would be marked by a procession of rail vehicles through the downtown area from George Loop to Holland Ave. Jct. By this time, all rail equipment was kept at the west-end Champagne Carhouse, near the corner of Wellington and Preston Streets. The author, then Vice-President of the Canadian Railroad Historical Association and Chairman of its Railway Division (which was in charge of the CRHA collection of rolling stock), initiated negotiations with the OTC and various successful bidders among the scrap dealers. The result was that two passenger cars, Nos. 696 and 859, were purchased by the CRHA, following advice on condition from the OTC shop staff. Once the cars were secured, and at the OTC's request, due to diminishing track storage space, 696 was moved to the Canada Cement plant in Hull, Quebec, for temporary storage. Thus, it was not available to participate in the final ceremonies. Eventually, it was moved to Montreal. 859, however, though officially committed to the Association, was retained in service until the end, and thus was available to the CRHA for use to carry its members and friends in the procession.

The last revenue service having been offered on Saturday, May 1, 1959, the equipment selected for the final procession was moved from Champagne Carhouse to George Loop on Sunday morning, May 2, 1959. The decision to complete the transition from streetcars to buses in Ottawa had been made more precipitately than in Montreal and other cities; it was very much a case, in Ottawa, of "keeping up with the Jones'." Thus, all of the equipment in the pageant was of good-to-excellent quality in both physical condition and appearance. The passenger cars had been provided with black cotton mourning bands, draped above the front windows, as well as cards on the front dashes carrying the name and years of service of each of the veteran Operators who had been selected to operate the cars on their last runs. Some of the events of the last day were recorded in a posthumous tribute addressed to the spirits of Canada's electric railway pioneers, Thomas Ahearn and Warren Y. Soper, which appeared in the CRHA News Report for May 1959, and which was written by this author. Here are a few extracts:

"Leading the procession was one of the original Ottawa City Passenger Ry. horsecars, No. 4, now, alas, minus its flanged wheels and horsecar pedestals. Then came a flat car, No. 14, upon which drum majorettes cavorted for the amusement of a quiescent multitude. This was followed by No. 6, a former passenger car, and then by No. 423, latterly a sand car, which once carried the Royal Mail from the Central Post Office to the railway stations. Other work equipment, two sweepers and a line car, and a number of passenger cars of the 800 series completed the procession. A bus, evidently intended to be part of the procession, contributed some comic relief as far as the unswerving railway protagonists present were concerned. Riding in the passenger cars were the Mayor and "corporation" of Ottawa, the Transportation





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## *Newfoundland Transport Historical Society*

This relatively new organization has obtained approximately two acres of land, situated upon which are two buildings, on Mount Scio Rd. in St. John's. The site is the subject of a 99-year lease from the C.A. Pippy Park Commission. The acquisition is for the purpose of establishing a Newfoundland and Labrador Museum of Transportation, with the objective of preserving and displaying rail, road, marine and aeronautical artifacts. The group is appealing to the business community, the general public and to the Newfoundland government for financial support. The museum will seek to examine the development of all forms of transportation and the cultural relationships that each have formed with the people of the province.

The Chairman of the Society, Alexander Balisch, a Professor of History at Memorial University, told the press that a commitment had been received in writing from the Federal Government for funding for the first stage of development, which is hoped to be completed during this coming summer. This would involve adaptation of one of the existing buildings to serve as preliminary exhibit space and as a future special exhibits building, including office space, work space, a souvenir shop and a coffee shop. Outdoor exhibits would include track for the display of railway equipment. The smaller building would be converted to serve as a storage, security and work area.

The second stage would see the construction of a large exhibit hall (approximately 60 feet by 200 feet), extended outdoor exhibits, and a large parking lot. The projected year of completion is 1987.

The NTHS was established in 1977 and approached the Park Commission in 1983 with respect to establishing museum site. On Jan. 23, 1984 they jointly announced the conclusion of an agreement for establishment of the museum in the park. Prof. Balisch says that the attempt will be to develop the museum on the theories of the Swiss Transport House and the National Museum of Science and Technology in Ottawa. Terra Transport has promised three units of rolling stock (identities not as yet known) for display.

The efforts of the Museum group are encouraging in view of events of recent years, which saw hopes dashed for a museum in Terra Transport's commissary building. Following that, the restored centennial train cars were put out to Bowring Park to suffer decay and vandalism. The new proposal is more broadly based, as is probably necessary in an area of low population density, and as a result may receive the requisite financial support to be successful.

--Information from Tom Ronayne via Bob Sandusky

--As of the last few days of March, a small sign appeared on CP Rail property in Sudbury indicating that the Federal Government is involved in the construction of a new VIA station in the city. The apparent location will be not far from the current CP Express sheds, although there has been no word of when or where replacements for this operation might take place. Ironically, the new station will be very close to where the original 1880's station building was located.

There has been a great deal of talk--and little obvious action--on the new station project for several years. Over and above the rail passenger facility there has been talk of a bus terminal to handle both Sudbury Transit and intercity buses, plus the development of a commercial section. All this is supposedly to take root on land currently owned by CP's Marathon Realty arm and there has been no hint about sale vs. lease of the property.

--Dale Wilson

COVER: Ottawa Transportation Commission 859 passes McKellar short turn loop on the famous Britannia line, on the CRHA farewell fantrip on May 2, 1959. This line featured some six miles of private-right-of-way operation beyond Holland Ave. Car 859 is preserved at the CRHA museum at Delson, P.Q., as the last street car to operate in Canada's capital. The cars were painted a bright red and maintained in excellent condition to the end.

--Omer Lavallee



Commissioners and other holders of dignified rank in the OTC, and super-annuated employees representing their brotherhood...It was very well carried out under the direction of Mr. W.K. Bangs, Director of Safety and Claims for the Ottawa Transportation Commission.

One of the passenger cars, the previously mentioned 859, was reserved for members of the Canadian Railroad Historical Association and their friends...The delegates in 859 came, for the most part, from points outside Ottawa such as Montreal, Quebec and many points in the eastern United States. One lone delegate even found his way from Toronto, in Upper Canada. Not even a Torontonian, he; rather, an expatriate "Austrian"..."

The procession proceeded to its terminal point at Holland Jct. By this time, many of the resistor grids were smoking as a result of running the cars on intermediate controller positions because of the slow, but appropriate, funeral pace. From this point, all of the cars were returned to Champagne Carhouse. However, by special arrangement, 859 took the CRHA delegation for the last official passenger trip onward from Holland Jct. to Britannia, and return. As the car made this historic trip--the sole occupant of this distinctive, bucolic line--it was recalled that the operation was being terminated only a few weeks short of its 59th anniversary, the route having been opened for service on Victoria Day, May 24, 1900. Of the cars in the procession, no less than six were destined to be preserved, plus two sweepers which had been sold to the Cornwall Street Railway, Light & Power Company.

In concluding my 1959 essay, I made this remark: "Someone has said that there is a place for everything and the place for most streetcars today is apparently in museums." The future looked bleak, indeed. Who would have known that a quarter of a century later the streetcar, (albeit with a new name, "LRV"), would be enjoying the beginning of a revival in North America, the error of the then-fashionable 1950's urge to subordinate public transit to the private automobile having been realized. It seems as if Ahearn and Soper had the right idea, all along!

**Postscript**--It would be nice to be able to report, 25 years after its well-maintained street car system passed prematurely into history, that Ottawa has a rapid transit system, or is building one. Unfortunately, such is not the case. Despite the fact that the private right-of-way of the Britannia line still exists in its entirety, and that the tracks could virtually be replaced tomorrow, and despite the subsequent creation of miles of additional rights-of-way as a result of railway abandonments, not to mention an abundance of wide arterial roads with sufficient space for LRT tracks, the idea of rapid transit in Canada's capital remains nothing more than vague talk. OC Transpo, the successor to the Ottawa Transportation Commission, has recently opened several miles of busways which, it has been stated, could be converted to LRT at some future date. However, there has already been criticism of the location of these busways as remote from population concentrations and thus not adequately serving the public. The irony of Ottawa being the last major national capital to lack a rapid transit system seems to have escaped the politicians.

Another sad situation in Ottawa is the fact that OTC streetcar 854, which belongs to the city's National Museum of Science and Technology, has not, to our knowledge, been restored and put on public display. Instead, it languishes in a workshop at the museum, inaccessible and unseen. The car was evidently set aside in 1959 at the request of the Mayor of Ottawa, Charlotte Whitton, presumably when the museum was in the talking stages: a commendable example of foresight. Unfortunately, a vehicle which has such a personal association with thousands of Ottawa residents is allowed to gather dust, perhaps on the pretext of lack of display space, yet there seems to be plenty of room to display vintage automobiles, etc. of no local significance. It is to be hoped that this sad situation will soon be corrected.

--JDT

● **CN TO SCRAP ALL NEWFOUNDLAND TRACK?**--The United Transportation Union and the Brotherhood of Maintenance of Way Employees have presented a joint brief to the Newfoundland provincial cabinet calling for all possible efforts to head off a suspected attempt to abandon the island's entire narrow gauge system. The unions feel that CN (Terra Transport) and the Federal Government intend to go totally to highway vehicles and ships in providing Newfoundland with transportation service. The containerization program of Terra Transport, combined with the closing of most railway stations, is spurring the concern of the railway workers. The brief points out that three service centres are being established, at St. John's, Botwood and Corner Brook, and that all of these locations are also seaports. It would be a simple matter, continues the brief, to switch the container traffic to ships, fulfilling the recommendations of the Sullivan Commission of 1978. The brief expresses the opinion that such eventuality would be a tragic mistake for Newfoundland, at a time when the Province is on the verge of reaping benefits from off-shore oil resources. The brief says that, once the oil flows, the railway will be more valuable than ever before to assist in handling industrial growth.

Terra Transport has said that box cars and flat cars (other than container cars) will not be needed on the system after 1985, and is discouraging freight traffic which must move in these car types. The unions are further concerned about the present trend to longer trains and the apparent CN intention to eliminate cabooses. The brief cautions that "if anything happens to one of these (longer) trains while it is passing through one of our cities or towns, that community will be effectively split in two for hours; if the railway is allowed to remove the caboose, trains will be running through our communities without the valuable protection now given by the crew riding there. Our citizens will, for corporate greed, be exposed to the threat of disaster".

● By Late January some all-container trains were beginning to be seen in St. John's, arriving from Port Aux Basques.

● Permission granted by the CTC for removal of stations on the three eastern branch lines is conditional upon the discontinuance of the mixed train services, in which connection decisions have not yet been rendered. There is some thought that these services might survive well into 1984.

--Items from Tom Ronayne via Bob Sandusky





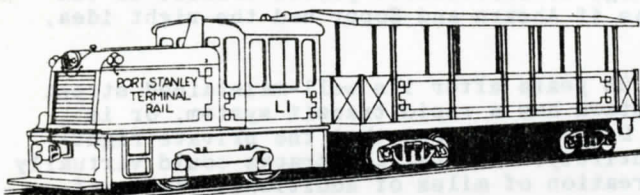
# NEWS FROM AROUND ONTARIO

## CONRAIL



**CONRAIL-CANADA SOUTHERN HEARING SET FOR MID-JUNE**--The showdown between CN Rail and CP Rail and U.S.-based Cantunn Inc. regarding takeover of the Conrail-Canada Southern line will take place tentatively on June 18. It is on that date that the Canadian Transport Commission will decide the fate of the line. Albert Atwell, Cantunn's Chairman, has been waiting for his day in court for more than a year. Cantunn has support from most of the municipalities along Conrail's 227 miles of double track, running from Windsor through St. Thomas to Niagara Falls, in opposing the Canadian railways' bid that, if successful, could see abandonment of much of the line. The Canadian companies will likely retain only the gateway components of the line. Cantunn originally believed that it had the purchase in the bag when it

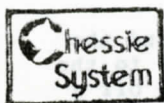
offered to bail out the unprofitable Conrail line. But, 48 hours after receiving a verbal agreement from Conrail, Atwell learned that the U.S. railway had agreed in principle to sell the Canadian assets to CN and CP. Atwell announced last November that, if Cantunn finally wins the deal, his firm plans to rejuvenate the Canadian section, which could mean 310 new jobs overall. Plans are for the new company to operate under the name "Erie Express". Most of the Erie Express trains would be of the piggyback trailer-van variety. --Mike Lindsay



**PORT STANLEY UPDATE**--Port Stanley Terminal Rail Inc. will resume operations in May. The new tourist line will be running Saturdays, Sundays and Holidays during May, June, September and October, and from Wednesday to Sunday and on Holidays during July and August. While the motive power remains the same as last year (GE 25 ton LI, built June 1952, ex-Consolidated Sand and Gravel 2003, from

Paris, Ont.), there have been some rolling stock additions. Besides the open passenger car, riders will be carried in a converted van (ex-TH&B). The railroad has also picked up a 55-year old, ex-CP Rail business car to add to its holdings. The car is being kept on the L&PS line in St. Thomas along with some other PSTR equipment until it can be moved to Port Stanley. The car will be moved once a large washout just north of Union can be repaired, possibly this summer. The firm then expects to extend its excursion trips to the south boundary of St. Thomas. Present trips terminate at Union.

A few quick facts: all trains depart from the station in Port Stanley. Trains depart on the hour starting at noon, with the last trip at 5 P.M. The trip takes 45 minutes and the fare at present is \$3. To reach Port Stanley from Toronto, exit Hwy. 401 at Wellington Rd. and follow the latter south to St. Thomas. At St. Thomas, follow Hwy. 4 to Port Stanley. It is believed, at the time of this writing, that Charterways no longer offers a London-Port Stanley service, although rumour has it that a smaller carrier may be picking up the route. I will endeavour to find out further details for those who would like to visit this promising enterprise without having to rely on an automobile. --Mike Lindsay



**CHESSIE SYSTEM CLOSING CANADIAN ROUNDHOUSE**--Chessie System headquarters in Cleveland, Ohio have confirmed that the locomotive maintenance division in St. Thomas is to be transferred to Cumberland, Maryland effective June 8, resulting in the permanent layoff of eight machinists, three labourers and the foreman of the Canadian Division's roundhouse. Rumours have been rife throughout the division for the past several months that Chessie officials were preparing to end all involvement with the Canadian portion of the railroad, which has been operating in Southwestern Ontario since 1901, originally as part of the Pere Marquette System. Talk among the employees has Chessie officials rerouting rail traffic from Sarnia and Windsor through Chatham and London to join the CN system there for connections to lines running to the U.S. border. A second theory is that Chessie will abandon its line between St. Thomas and Windsor and run on either the Conrail-Canada Southern line or the CN Fort Erie to Windsor trackage instead. It is expected that the St. Thomas yard will likely be closed shortly after the closing of the roundhouse. The Chessie System currently employs 300 Southern Ontario residents.

--Mike Lindsay, E.A. (Ted) Wright

**SAULT NEWS**--The CP Rail swing bridge and 10 spans across the St. Mary's River at Sault Ste. Marie may be replaced at a cost of more than \$20 million. Plans are, however, on hold pending the announcement as to the new owner of the bankrupt Milwaukee Road. While GTW (Grand Trunk Corp.) has been making the most publicized bid for MILW, the CP-owned SOO Line has also been in the picture. If the Milwaukee Road was to come into CP hands, the routing of traffic through the U.S. might make rebuilding of the Sault bridge unnecessary, as traffic across it could remain constant or diminish. The present weight restriction on the bridge has necessitated the use of empty idler box cars cut into trains of 100-ton grain hoppers coming from the SOO Line in Michigan and proceeding east on CP Rail to Montreal...The Algoma Central has sold 75 61-foot wood chip cars to a leasing company in Western Canada and all cars have left...The Michigan Northern is again operating the steam car ferry CHIEF WAWATAM across the Strait of Mackinac; it makes one trip a day, five days a week. --Bruce Swanson

**PETERBOROUGH SWITCHER OPERATIONS**--On Mar. 29 TH&B 76 was spotted working the local CP Rail switching operations. Until some two years ago CP had an 8100 series switcher assigned to Peterborough. This has since been transferred to Havelock, working west to serve Peterborough and Lindsay. However, during the last few months road switchers have been spotted handling



this assignment. Both 8700's and the newer 1800 series have been noted, this including the abovementioned TH&B 76. The switchers formerly stayed in Peterborough during the week, but now assist Trains 90/91 each night from/to Agincourt. CN has also transferred its switcher out of town--to Belleville. This service comes only to Peterborough and Lakefield, as the route west of the city is out of service due to the poor condition of the high level bridge seven miles out.

--David Hales

JOTTINGS AT SMITHS FALLS--Application by CN Rail to abandon service into Smiths Falls has been rejected by the Canadian Transport Commission after a recent local hearing. It was apparently the intention of CN to continue to use only the Ottawa-Richmond portion of the former Canadian Northern line which at one time linked Ottawa to the main line between Montreal and Toronto at Strathcona, near Napanee.

--A recent brief news item in Smith Falls' "Record News" indicates that this town will be a regular stop in VIA Rail's proposed new four-hour daytime service between Ottawa and Toronto. This new train service will also allow travel to Ottawa in the morning and return in the late afternoon. Work is now in full swing to upgrade the CN trackage between Smiths Falls East (junction with CP Rail trackage) and Richmond as a necessity for operation of the new VIA service by next August.

--A casual walk alongside the CN tracks at the now unused station at the end of Church St. on Apr. 1 resulted in noting the following equipment in the consists of two work trains standing there over the weekend: diesels 4011, 4017, 4021; Fuel Car 73129 (bright orange steel box car); Jordan Ballast Spreader CN 50951; Crane CN 50371; 17 hopper cars in CN 300000/301000 series; six bunkhouses, two office units on flat cars; eight gondola cars, some empty, some with partial loads of crushed rock; four flat cars (of which two were loaded with self-propelled excavating shovels); three box cars; and cabooses 79816 and 79881. At the dead end of track near the lift bridge were several gondola cars covered with tarpaulins (these were seen only from a distance). Movement of this equipment out of Smiths Falls in early morning and back in late afternoon occupies the level crossings at Cornelia St. and William St. in a way that is rarely seen.

--Francis N. Gooch

--With CN carrying out heavy track work on the Smith's Falls Sub., VIA trains have been re-routed over CP tracks from Ottawa to Smith's Falls, through Carleton Place. The first re-routing was on Mar. 5, involving Train 43, headed by leased CN RS18 3127.

--The CP Rail wooden caboose situated at the recently closed Village Station Restaurant (the former Leaside station in Toronto) has been donated to the Borough of East York for display beside Don Station, preserved by the Borough in a small park in the Don Valley. The caboose is in need of some rehabilitation, Don McCartney advises.

--A notice of application for abandonment has been posted for over a year regarding the CN "Cannington Branch" from Mile 0.0 at Blackwater Jct., Ont. to Mile 12.55. The two streaks of rust, which I believe saw only two train movements last year, represent one of the last vestiges of the narrow gauge Toronto and Nipissing Ry., built in 1871 from Scarborough Jct. to Coboconk. One piece is still active with the daily GO train from Toronto to Stouffville.

--Michael R. Shirlaw

--Council of the City of Scarborough, at its meeting held on April 16, passed the following resolution:

'WHEREAS VIA Rail Canada has indicated its immediate intention to remove from service the Toronto-Ottawa portion of the CAVALIER service, and, WHEREAS there has been no definite proposal made for an alternate service, and, WHEREAS the removal of the service would be a serious loss to this Municipality's business community, THEREFORE BE IT RESOLVED that Scarborough Council appeal to the CTC Public Hearing on April 27, 1984 to maintain this particular service until a suitable alternative has been established and scheduled, and, BE IT FURTHER RESOLVED that this motion be immediately circulated to all constituent municipalities in Metropolitan Toronto and to the Scarborough Business Association.'

#### SHORT HAULS by Bruce Chapman

--CP began moving 60 leased GO Transit single level coaches from Willowbrook Yard, Toronto, to the B&M shops at Billerica, Mass., on Feb. 21, for MBTA service. The routing was via CP to Wells River, Vt., then B&M.

--CP and VIA are planning a new intermodal passenger facility in Sudbury, at the intersection of Elm and Elgin Sts. The Ontario Government may contribute to the project.

--VIA Trains 109-110, Winnipeg-Saskatoon, will make their last runs on June 2, 1984.

--Algoma Central has bought from VIA eight ex-CPR 2200 series coaches: 2246, 2249, 2256, 2261, 2278, 2279, 2292, 2293. They will be dismantled for parts.

--A third CNR steam generating car, 15500, has arrived at Moncton Yard. The unit formerly saw service in Newfoundland and is still painted green with gold lettering.

--CN freight 386 hit a washout on the Dundas Sub. at Mile 33 on Feb. 14. Units 2007-2334 made it across, but 5037 and 30 cars piled up.

Miscellaneous--The Smith's Falls Railway Museum Association has been successful in having the CNR (ex-Canadian Northern) station in that community declared a National Historic Site.

--CN has withdrawn its application to abandon the Sorel Sub. (Quebec) between Bellevue Jct. (Mile 52.48) and Nicolet (Mile 77.54).

--CN has received permission to tear down its Glen Robertson, Ont. station, on its Ottawa-Montreal line, and to replace it with a passenger shelter, which will be unlocked by a caretaker one hour prior to train arrivals.





**GO NOTES -- Wayside Power**--Facilities for electrically warming up locomotives laying over nights and weekends have been installed at Bradford and Stouffville and at the Bathurst St. inter-peak layover yard in Toronto. Wayside power permits the shutdown of prime movers in cold weather with the use of an electrical plug-in. It not only saves diesel fuel, but reduces engine wear, idling noise and costly deadheading. Prior to the recent installations, the Bradford train had been laying over with the locomotive idling, while the Stouffville train had been deadheading to and from Willowbrook. Wayside power is now in use at six locations on the GO Transit rail system, the other three being Georgetown (since five years ago), Guelph Jct. yard, and Willowbrook Yard. The latter can handle up to 14 plugged-in trains, while seven can be accommodated at the Bathurst St. ("Bathurst

North") yard. At time of writing some of the older units were still to be equipped for hookup to wayside power.

**Port Credit Access Improvements**--GO Transit's Port Credit station is being furnished with a new stairway connecting to the tunnel to the station building to ease platform congestion, while the tunnel is being extended to the north to provide a direct link between the platform and the north parking lot. This new north access will have its own ticket booth, the operation of which will be confined to peak hours and those times of special events at the CNE grounds. Construction is expected to be complete for the August CNE traffic.

**Union Station Approach Works**--Work is commencing on the final phase of the revisions to the west approach to Union Station. Completing the major track relocations and flyover construction which commenced in 1978, this phase will see all trackwork complete by the end of 1984 and the installation of a new signal system in 1985. Cabin D, the historic interlocking tower just west of Bathurst St., will soon be demolished to make way for trackage changes in this area, the "throat" between the yards to the east and the diverging main lines to the west. The single track which has been in use through the Spadina Ave. flyunder will be closed temporarily to allow construction of connections from this track, and from the second track yet to be constructed through the flyunder, to the Lakeshore line, as well as the installation of switches to provide for the full use of both flyunder tracks. Work on the final phase has been so planned as to occasion minimal disruption to regular GO Transit service, although some delays from time to time will be unavoidable.

**Joint GO Monthly Pass/Metropass Sale**--February 24 saw the delayed inception of the sale of TTC Metropasses at all 15 GO Transit rail stations within Metropolitan Toronto (other than Exhibition Station) and at Yorkdale Bus Terminal. Metropasses and GO Transit monthly passes may be purchased at all of these locations in one transaction. Metropasses had been available at three GO Transit locations prior to that date. At Union Station and Yorkdale it is possible to purchase both passes in one transaction with VISA and Master Card, at which locations the credit card purchase of GO monthly passes has been possible for several years.

--Items from "GO News"

--Doug Wilson has provided the numbers of some of the GO Transit single-level cars which have recently been sent to the Massachusetts Bay Transportation Authority, Boston: 1052, 9960, 9962, 9963, 9964, 9966, 9970, 9971, 9973, 9832.



The Better Way.

## NOTES

- On March 20 the Commission decided to undertake a six-month trial operational change on the 6-Bay trolley coach route, commencing on June 24. During all present Operating hours the basic routing is operated between on-street loops at Dupont/Davenport and at Jarvis/Queen's Quay. A supplementary short turn rush

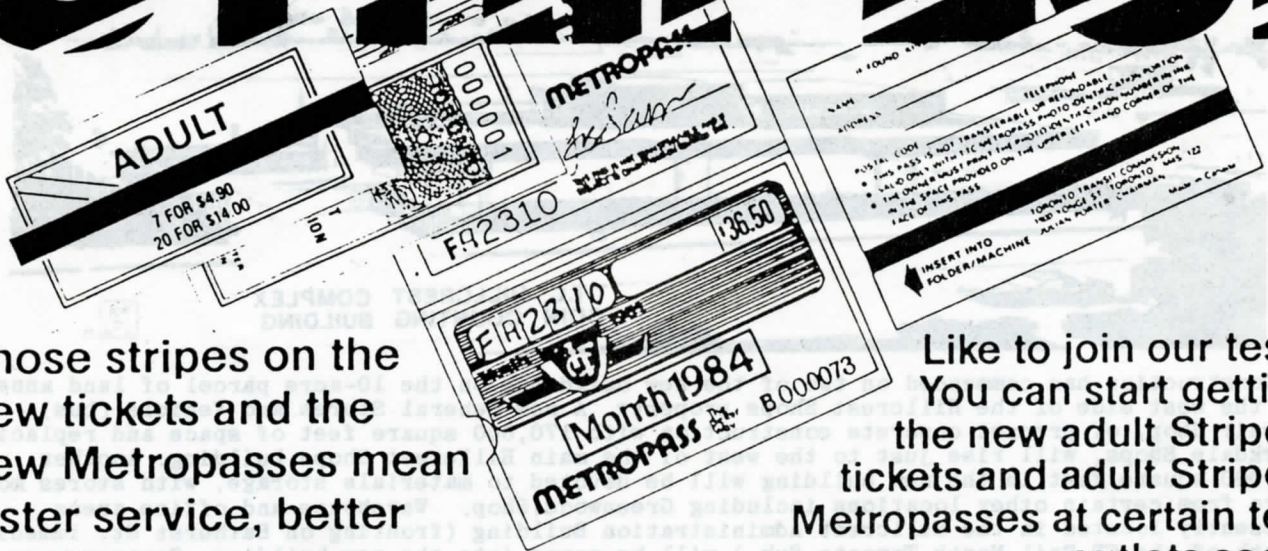
hour service is operated between the Jarvis St. loop and an on-street loop north of Bloor St. at Davenport Rd.-Yorkville Ave. Currently, peak headways of three minutes, 20 seconds and 4'00" are provided during the A.M. and P.M. peak periods, respectively, on both the through and short turn services for combined peak headways of 1'40" A.M. and 2'00" P.M. over the common segment of the route. Overhead for an emergency short turn on-street loop routing is in place via Front, Yonge and Wellington Streets. Because of low passenger volumes south of Front St., during the trial period alternate coaches will turn back to the north by way of the Front-Wellington loop. Stops will be established along the loop streets. The changed pattern of operation would save 15,000 annual vehicle miles if made permanent after the six-month period.

- Track reconstruction on Queen St. West between Bay and York Streets was carried out during the second week of April. Interestingly, new girder rail was laid across the Queen/Bay intersection, while the remainder of the distance was relaid with T-rail. The track allowance, formerly asphalt surfaced, was repaved in concrete in accordance with current standard practice.

- An experiment with magnetically encoded tickets and Metropasses on a portion of the Yonge Subway commenced on May 1. The advertisement reproduced on the opposite page gives details.
- Because of passenger complaints about the mustard yellow tiles installed at Dundas Station in the course of its 1982 refurbishing, the TTC has commissioned a mural to cover most of them. The mural will consist of porcelain panels containing representations of Toronto street cars. The Commission will attempt to raise money from private sources to finance the \$98,000 cost of the mural. The Province of Ontario may provide up to 50% of the cost. The mural will probably not be placed until early in 1985. TTC Commissioner Jeffery Lyons told a Commission meeting that the yellow tiles are found "depressing" by passengers--if he is looking for truly depressing stations to dress up, he should in the opinion of the Editor focus on the gray



# STRIPE!

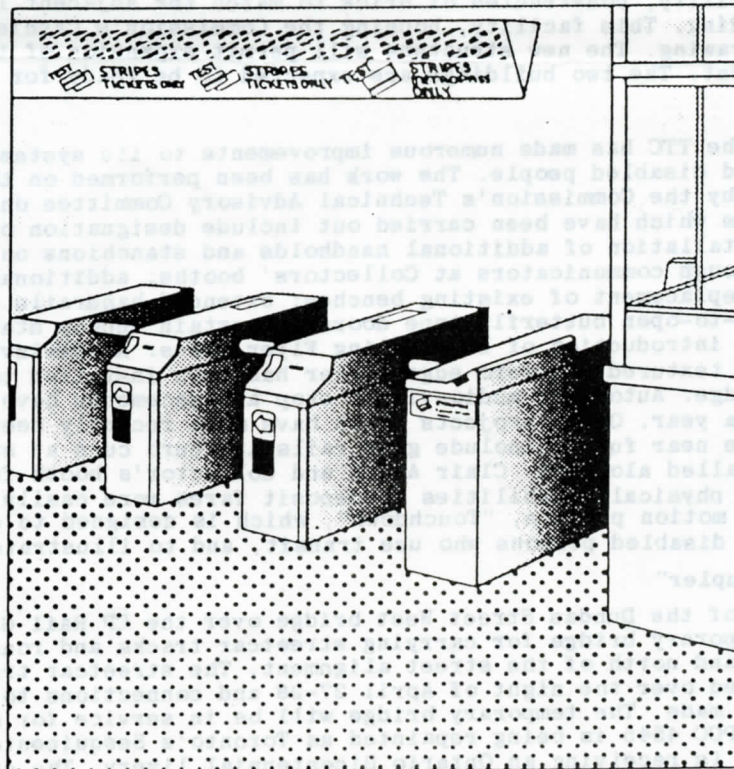


Those stripes on the new tickets and the new Metropasses mean faster service, better transit.

Like to join our test? You can start getting the new adult Stripes! tickets and adult Stripes! Metropasses at certain test outlets soon.

See the Stripes!

They're like the stripe on your bank card or credit card. A machine can "read" them. And because a machine can tell whether the ticket or pass is acceptable, the Stripes! tickets and Metropasses will speed up service — especially during rush hours. You won't have to wait to present your ticket or pass to a collector — you'll just pop it in a Stripes! turnstile. Important note: if you try to use a regular-sized TTC ticket in a Stripes! turnstile — you will lose your fare and not be able to enter. Tokens will not work in the Stripes! turnstiles.



If you've got a Stripes! ticket or Stripes! Metropass, use the Stripes! turnstile.

The new Stripes! turnstiles are being installed in the following northbound stations on the Yonge line — Union, King, Queen, Dundas, College and Bloor-Yonge. Be sure to buy your adult Stripes! tickets and adult Stripes! Metropasses at these locations — where you see the Stripes! signs. The May Stripes! Metropass is on sale April 23. Stripes! tickets are on sale April 30. Starting May 1, you'll be able to test the new Stripes! turnstiles.

## STRIPE!

Making the better way better.

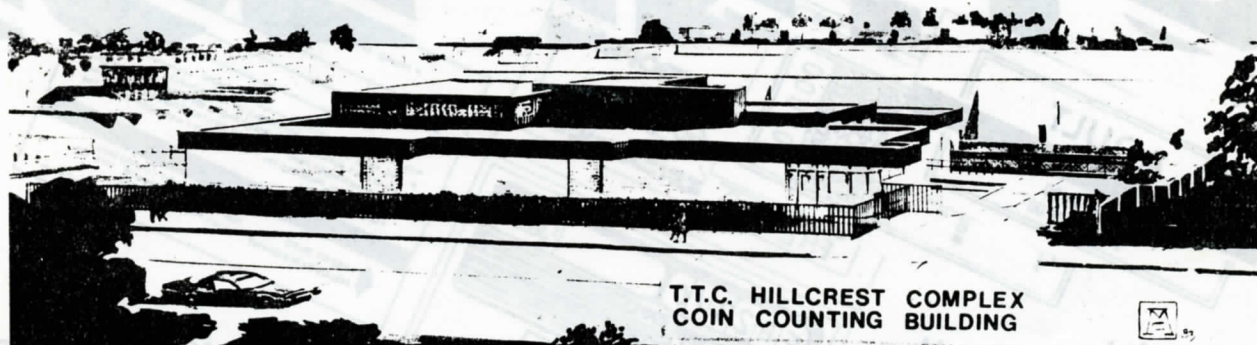
For more TTC info call 484-4544



Be a **STRIPE!** Tester.



drabness of Bathurst Station for starters. The TTC also has authorized murals of hockey players to fill in the incomplete sections in the new tiles at College Station, the significance, of course, being the immediate proximity of Maple Leaf Gardens. The teams represented will be the Toronto Maple Leafs and the Montreal Canadiens, symbolic of one of the greatest rivalries ever to exist in professional sports, one which has been virtually destroyed by the bone-headed decision to place the teams in different divisions of the National Hockey League.



• Construction has commenced on two of the new buildings on the 10-acre parcel of land annexed to the west side of the Hillcrest Shops property. A new General Stores and Vehicle (bus) Repair Shop, of precast concrete construction with 170,000 square feet of space and replacing Parkdale Shops, will rise just to the west of the main Hillcrest Shops building. Another 80,000 square feet in the new building will be devoted to materials storage, with stores moved here from certain other locations including Greenwood Shop. Warehouse and office areas presently located in the Hillcrest Administration Building (fronting on Bathurst St. immediately north of the CP Rail North Toronto Sub.) will be moved into the new building. Contemporary systems for maximum efficiency in storage and retrieval will be employed.

North of the aforementioned building, and fronting on Davenport Rd., will be a building housing a Fares Processing Facility, constructed of brick to match the adjacent 1920's vintage Davenport Garage building. This facility, housing the Commission's Cashier's Section, is shown in the accompanying drawing. The new structure will permit expansion of the Section in terms of both staff and equipment. The two buildings are expected to be ready for occupancy by mid-1985.

#### --TTC "Coupler"

• Since early 1981, the TTC has made numerous improvements to its system to make transit riding easier for elderly and disabled people. The work has been performed on the basis of recommendations made by the Commission's Technical Advisory Committee on Improved Accessibility (TACIA). Modifications which have been carried out include designation of "courtesy" seating in transit vehicles; installation of additional handholds and stanchions on surface vehicles and subway cars, talk-through communicators at Collectors' booths; additional subway benches; modifications to or replacement of existing benches; extended handrails in stairways; pictograms on turnstiles; easier-to-open butterfly-type doors at certain subway stations; handholds in public washrooms; and introduction of 10 kneeling Flyer buses. At Davisville Station (and elsewhere) a coloured and textured platform edge marker has been installed to help blind people to locate the platform edge. Automatic audio-visual stop announcements have been tested in two subway cars for over a year. Other projects which have more recently been, or are expected to be implemented in the near future include grab rails and curb cuts at street car safety islands (already installed along St. Clair Ave.) and Collector's booth farebox modifications enabling patrons with physical disabilities to deposit fares more easily. The TTC has produced a sensitivity awareness motion picture, "Touchdown", which is designed to explain to employees the problems faced by disabled persons who use transit, and to illustrate ways to assist these patrons.

#### --TTC "Coupler"

• During replacement of the Dundas Street West bridge over the CP Rail Galt Sub. and the CN Stratford line, a temporary bridge for carrying streetcar tracks and road pavement is in service, parallel to and north of the street alignment. The streetcar tracks on the bridge approaches were severed over the night of April 27-28 and connections to the tracks on the temporary bridge were made. The temporary bridge will be in service for about six months.

• At time of writing PCC 4545 is being repainted as Toronto's Sesquicentennial Car, while Swiss-built CLRV 4005 is receiving an Ontario Bicentennial livery. The cars were scheduled to enter service in early May.

• Scarborough RT cars 3002 and 3003, the first to arrive from the Venturetrans plant at Millhaven, Ont., were unloaded at Ellesmere Station on April 16 after arriving on special tractor trailers. They were the subject of a formal unveiling ceremony at the same location on Apr. 17. Deliveries of the remainder of the 24 cars in the initial order will be made at the rate of two per week commencing in May. Testing was scheduled to begin on the 15th of that month and will be carried out on the north-south Kennedy-Ellesmere section paralleling the CN Uxbridge Sub. Cars 3002 and 3003 had already undergone 310 hours of trials at UTDC's Millhaven test track. The previously announced free public rides will be offered commencing June 16, and will take place each Saturday and Sunday between 10 A.M. and 4 P.M. (instead of on only four weekends as originally announced) until Aug. 19. This operation will also be limited to the Kennedy-Ellesmere portion of the line.

Scarborough City Council had wanted the TTC to institute the Proof of Payment fare system on



the RT line, but the Commission rejected the proposal at its Mar. 20 meeting. Dismissal of the suggestion was based upon the concern that the honour system would not be compatible with the remainder of the TTC's operations, and complexities would be bound to result from that fact. The full Kennedy-McCowan line is now scheduled to open in the spring of 1985, although an exact date has not as yet been fixed.



# MOTIVE POWER *section*

Correction--In the item in the April issue respecting two leased Chessie System SD50's on CP Rail, please read 8566 in place of 8561.

--Dave O'Rourke

## POWER NOTES BY BRUCE CHAPMAN



--Scrappings: Dec. 1983: GP9's 4122, 4126, 4131, 4228, 4249, 4312, 4322; Jan. 1984: HR414's 2535, 2552; GP38-2w's 5601, 5604; GP35's 9300, 9301.

--4-6-2 5588, on display in a park near the Waterfront in Windsor, is presently being repainted.

--GP9 4507 was cannibalized at London, its cooling fans going to 4504.

--The railway has ordered 29 SD50's from GMD and 19 HR616 (W)'s from Bombardier. The SD50's will be numbered 5504-28, and delivered in the first quarter of 1985. This order is in addition to the four previously ordered SD50AF units, 5500-03, expected late this year. Four of the Bombardiers will actually be demonstrators 7001-7004 which have been running on the CP. They will be numbered (again) 2100-03. The 15 new units are due in early 1985 and will have the numbers 2120-34.

**CP Rail** --8169, 8170 and 1239 have been transferred from Alyth (Calgary) to Coquitlam (Vancouver). Taking their place are 8125, 8126 and 1206.

--8519 has been returned from lease to MUCTC as only 4072 is still in Angus Shops, for rebuilding to 1302.

--All 1800's (RS18's) have now had full pilots applied, and can lead or trail.

--7096 has been sold to Cortauld's Ltd., Cornwall, Ont.

--Units 5768-5772 have had Robot Control equipment installed at Ogden Shops.

--The Robot equipment in former CLC units 1007-1016 will be transferred to SD40-2's 5702-11 by June 1.

--7077 is stored unserviceable at Sudbury.

--6720 was outshopped from Weston on Mar. 29 and assigned to Swift Current, Sask.

--7001-04 were returned to Bombardier on Mar. 30.

--6584 is stored unserviceable at Winnipeg and will be retired.

Rebuilds: 8516 to 1572; 8628 to 1573; 8492 to 8204.

Retirements: 4030, 6562, 6566, 7049, 7084, 7109, 8522, 8577.

## MISCELLANY

Reincarnated--CV GP9 4929 was involved in a head-on collision with B&M switcher 1125 in Oct. 1972, sustained a bent frame and short hood damage, and was placed in storage in May, 1973. Hard-pressed for power, CV recently rebuilt 4929 and it made its first trip in over 11 years on Feb. 21. Also, Alco S4 8081, after a long period of storage, is now used in the St. Albans yard and on way freights.

--BN NW2 493 has been sold to Interprovincial Pipe and Steel, Regina, Sask.

--Canadian Industries Ltd. Alco S2 144, builder's no. 73897, built Dec. 1946, used at Copper Cliff (Sudbury), Ont., has been acquired by Inco at Sudbury and renumbered 203.

--VIA's remaining Turbo Trains have been shipped over the D&H to Naporano Iron and Steel in New Jersey for scrap.

--Former CP Rail FP7A 4040 has been released from Angus Shops as MUCTC 1306. The unit has had a steam generator reinstalled after an absence of several years.

--CN GP9 4297 has been rebuilt to GP9u 4022.

--CN 8041 and 8068 have been retired.

--SD40's 5124, 5127, and 5130 have been loaned to the Seaboard Coast Line, in payment of their loan of SD50's 8500 and 8501, which were tested by CN and sent home Feb. 24.

--HR616(W) 2119 has been equipped with Hitachi traction motors, in common with 2117, 2118.

--GP9's 8629, 8700 have been rebuilt to GP9u's 1570, 1571.

--C&O SD50's 8560, 8566 concluded three weeks of tests on Mar. 7 and were returned.

--Up to 28 S2's will exchange their expensive to maintain Blunt trucks for AAR roller bearing trucks.

--Bombardier's HR412(W) testbed unit 7000 was scheduled for a two-week tryout, starting in late March, as a trailing unit only. The unit arrived on CP Mar. 29.

--Re March 1984 issue, Page 7, last line: 8418 rebuilt to 1511; was done at Ogden instead of Angus.

--Iranian Islamic Republic Rys. GMD units 60915-60922 were loaded aboard a ship at Halifax on Feb. 14.

--TH&B 74 is stored unserviceable at CPR's John St. Roundhouse, Toronto.



• Member Don McCartney observed BCR electric locomotive 6006 being hauled through Leaside in the consist of an eastbound CP Rail freight on Apr. 2, 1984. The unit reportedly left for British Columbia the next day. It is the second last locomotive in the seven-unit order.

### CP INVENTORY CHANGES (DELETIONS)

Unit	Class	Year Built	H.P.	Retired At	Date
8522	DRS-17b	1955	1750	Ogden	Jan. 24, 1984
8577	DRS-16f	1956	1600	Angus	Jan. 27, 1984
6562	DS-6h	1957	660	Weston	Feb. 21, 1984
6566	DS-6h	1957	660	Weston	Feb. 21, 1984
7049	DS-10d	1946	1000	"	"
7084	DS-10h	1949	"	"	"
7109	DS-10m	1952	"	"	"

### CP RAIL 1983 REBUILDS

Old No.	New No.	Shopped	In Service	Built	Serial No.	Notes
1203	7402	W Jan. 5/83	Mar. 18/83	Feb./53	A-491	
1204	7400	W Jan. 17/83	Apr. 18/83	Jan./53	A-489	
1205	7405	W Feb. 1/83	May 30/83	Mar./53	A-494	
1510	8410	O Nov. 24/82	Apr. 14/83	Mar./52	A-323	F
1547	8691	O June 10/82	Feb. 1/83	Sept./57	A-1147	
1548	8819	O July 1/82	Feb. 22/83	Mar./58	A-1471	
1549	8651	O July 7/82	Mar. 11/83	Feb./57	A-1107	
1550	8490	O July 5/82	May 10/83	Oct./54	A-688	
1551	8513	O Jan. 9/83	May 30/83	Dec./54	A-711	F
1552	8506	O Mar. 24/83	June 24/83	Nov./54	A-704	
1553	8623	A Mar. 30/83	Aug. 31/83	Sept./56	A-963	W
1554	8499	A Apr. 19/83	July 8/83	Jan./55	A-697	F
1555	8618	A May 19/83	Aug. 31/83	July/56	A-958	
1556	8507	O Apr. 18/83	July 18/83	Nov./54	A-705	
1557	8664	O Apr. 21/83	July 28/83	May/57	A-1120	W
1558	8498	A June 6/83	Sept. 20/83	Jan./55	A-696	
1559	8540	O June 2/83	Sept. 29/83	June/55	A-783	
1560	8488	A June 16/83	Sept. 28/83	Oct./54	A-686	
1561	8483	O June 20/83	Oct. 18/83	Oct./54	A-681	(1)
1562	8537	A Aug. 11/83	Oct. 20/83	June/55	A-780	
1563	8500	A Aug. 26/83	Oct. 31/83	Jan./55	A-698	
1564	8643	O Sept. 6/83	Nov. 30/83	Feb./57	A-1099	
1565	8514	A Sept. 8/83	Nov. 15/83	Dec./54	A-712	
1566	8491	A Sept. 19/83	Dec. 16/83	Oct./54	A-689	
1567	8531	O ?	Dec. 16/83	May/55	A-774	
1693	8837	O June 15/83	Nov. 4/83	Aug./59	A-1728	F
8202(2)	8518	A Mar. 25/83	Apr. 15/83	Dec./54	A-716	W, (2)
8203(2)	8530	A Nov. 19/83	Dec. 9/83	May/55	A-773	
1813	8756	A Nov. 10/82	Mar. 31/83	Mar./58	82250	W
1814	8767	A Nov. 10/82	Apr. 15/83	Apr./58	82448	W
1815	8742	A Feb. 3/83	Apr. 29/83	May/57	81617	
1816	8799	A Feb. 18/83	May 6/83	July/58	82425	
1817	8753	A Mar. 15/83	May 27/83	Mar./58	82247	
1818	8735	A Apr. 5/83	June 21/83	Mar./57	81609	

Notes: 1203-1205 are GMD SW9/1200; 1510 is GP7; 1547-1693, 8202(2), 8203(2) are GP9 (126L brake); 1813-1818 are MLW RS18. Shop Codes: W = Weston; O = Ogden, A = Angus. F = electrical fire damage; W = wrecked; (1) = CPR's first GP9; (2) = withdrawn for scrap May 19/83 after wreck, four weeks following rebuild, and scrapped Sept./83.

--Bruce Chapman, Don McQueen  
via Tempo Jr.



--Effective Apr. 2 VIA Rail Transportation Headquarters became responsible for distributing and allocating motive power using qualified motive power distributors for all VIA trains, on a system basis. The motive power control centre operates seven days a week from 0730 to 1600. After office hours the operations controllers are responsible for motive power control. The operation control centre operates seven days a week and 24 hours a day.

**Prince Edward Island Abandonments and Retentions**--CN has been authorized to abandon a portion of its Murray Harbour Sub., between Uigg (Mile 17.77) and Murray Harbour (Mile 44.40) In addition, permission has been obtained to abandon two spur lines off the main subdivision. These are the Vernon Spur--branching off the Murray Harbour line at Mile 0.45--from Lake Verde (Mile 0.00) to Vernon (Mile 4.43); and a portion of the Mt. Herbert Spur--branching off at Mile 9.95--from Mt. Albion (Mile 4.60) to Mt. Herbert (Mile 8.35). Operations will remain between Maple Hill (Mile 0.00) and Uigg (Mile 17.77) and between Lake Verde and Mt. Albion. The Murray Harbour line was commenced in 1899 and finished in 1905. Originally built to narrow gauge, the line was converted to standard gauge in 1930. Passenger service ended in 1967.

--Branchline

--With its new garage on the Mountain in operation, the Hamilton Street Railway has from the first of the year closed its Sanford Ave. barn and shop facility over weekends. This has meant that trolley coaches no longer operate on Saturdays, Sundays or holidays.

--Dick Vincent



# Three Weeks with a Eurailpass

by J.M. Harry Dodsworth

In September 1983, my friend Betty was invited to a conference in Monte Carlo and we decided to make this into a vacation. It was by no means a railfan's holiday but we did ride some interesting trains. I used a Eurailpass (three weeks, \$413) while Betty, who was not leaving France, bought a France Vacances pass (one month, \$414) which had several extra benefits including two days' car hire.



Our Continental travel began at Calais; the hovercraft from Dover and the connecting turbo-train were diverted there from Boulogne because of rough seas. The train was smooth and comfortable and we averaged about 130 KPH (80 MPH) to Paris--the only problem being a lack of advertised snack service. Paris stations have a bad reputation for muggers and pickpockets, but we had no trouble.

After a night at a Left Bank hotel, we continued towards the South of France. The main line runs via Lyon and the Rhone Valley, but we took the CEVENOL, a train which runs through the mountains of the Massif Central. The train was hauled by two BB diesels and was made up of 14 standard Corail cars as far as Clermont Ferrand, of which nine continued to Marseilles including the bar car (12 wines on the list) and an 'animation car'. In the latter, a commentator describes the scenery in interesting sections and organizes games and entertainments elsewhere. The train fulfills a dual role rather like our transcontinental; a regular service to some cities and a tourist train in other sections. We actually made a side trip by autorail to Le Puy and St. Etienne through the gorges of the Upper Loire, rejoining the CEVENOL two days later. The climb through the Allier Gorge is breathtaking. The train passes through 97 tunnels in a single 100 km. (60 mile) section before reaching a 1000 metre (3300 foot) high summit. The descent to Nimes, at sea level, is heavy on brakes.

Nimes is an ancient city; bullfights still take place in the Roman arena (the bull being eaten afterwards in the local restaurants), and the city is a major rail centre. It is connected to Paris by TGV (4½ hours--the CEVENOL takes nine hours by a shorter route) and to Geneva and Barcelona by the CATALAN TALGO--a lightweight Spanish train with adjustable gauge trucks. We made day excursions to Carcassonne (two hours) and Avignon (30 minutes) and hired a car for a day.

From Nimes, we went through Marseilles and along the Cote d'Azur to Nice. Part of this journey is along the Mediterranean Coast. The full Riviera ride from Marseilles to Pisa in Italy (about 600 km, 400 miles) is probably the longest and most attractive coastal line in the world.

About five blocks north of the main station in Nice is the South Station (!)--home of the CP (these initials here signifying the metre gauge Chemins de Fer de Provence). This runs for about 150 km (100 miles) through the coastal range of the Alpes Maritimes rejoining a standard gauge branch at Digne. The narrow gauge line was built to open up some wild country. A few years ago it was threatened with closure, but government assistance improved the track and bought new railcars and a connecting service between Nice and Geneva was begun. We made an early morning departure from Nice on this train, the ALPAZUR: a two-unit railcar with a commentator. The line tunnels through the northern suburbs of Nice to reach the Var Valley, which it then follows for about 100 km (60 miles).

The valley narrows and the line gradually rises until, after leaving Annot, it climbs out of the valley using a double horseshoe curve to reach a long summit tunnel at over 1000 metres (3280 feet) height before dropping down to Digne. Here the Geneva-bound passengers change to a standard gauge railcar to complete the journey through the Alpine scenery. In our case, we had lunch and caught a railcar back to Nice--altogether an exciting day. If you missed the GALLOPING GOOSE (Rio Grande Southern)--try the ALPAZUR. The Eurailpass is valid, but a voucher must be obtained at the ticket office before boarding the train.



A couple of days later, I left Betty in Monte Carlo and crossed the Italian frontier at Ventimiglia. Here I changed to a diesel railcar to cross the Col de Tende to Cuneo and Turin. This line is really spectacular; it was destroyed during the war and not rebuilt until the mid-70's. I haven't read an article about this line (if any reader has one, I'd appreciate a copy) so can only describe what I saw. The line climbs from sea level at Ventimiglia to a summit at 1280 metres (4000 feet) at Vievola, 60 km (36 miles) inland. There are over 60 tunnels, including three full spirals. The tunnels are separated by high bridges. The station



at Airole would make an excellent model; it is three cars long with a tunnel at each end. At Breil-sur-Roya (France), where a branch from Nice joins, the lines form a flyover junction inside a mountain. Although the line is operated by Italian Railways, it runs through France for about 50 km (31 miles); my passport was checked 11 times and my case opened once within two hours. Normally passengers change to electric railcars at Cuneo, but because of engineering work the change took place at Borgo San Dalmazzo, one station earlier; I found out when I realized that I was the last person left on the train. The electric train was Second Class only but was modern commuter stock, and the run into Turin was very pleasant with the Alps silhouetted against the sunset. Looking back, it seemed quite impossible for a railway to cross the mountain range.

Turin is an attractive city, although off the tourist trail because it is considered industrial. As it was very hot, and I had shopping to do all over the city, I ventured onto the streetcar system. I bought a multi-trip ticket; one section is snipped off when the ticket is inserted into the self-cancelling machine and the remainder is time-stamped, giving one hour's travel. Most cars are orange except for one series of articulated 'two-rooms-and-a bath' cars, which are green. The routes are well signed at the stops, but these are often a quarter of a mile apart.

From Turin I went to Milan, which I used as a centre. Streetcars abound, with two, three or four trucks. Unfortunately routes were dislocated as part of the main trackage had collapsed and was being rebuilt; however, it was nice to be able to ride Witt cars with polished wooden seats for about 40¢ an hour. I went to Venice one day but was disappointed as the train had been downgraded since my last visit. A tour around Venice by water bus can cost less than \$2, which has to be an excellent bargain.

On another day I visited Lake Maggiore. I caught the LEMANO, a superb Italian Intercity train (destination Geneva) as far as Stresa. The train was late because of trackwork, but I had time to stroll to the dock and buy my ticket for Locarno (Switzerland). The day was sunny with a morning mist and the three hour sail was marvellous, stopping at several lake ports on the way. I mailed some letters in Locarno (the Swiss P.O. is noted for its efficiency) and had a beer before catching an interurban on the Centovalli line to Domodossola (pronounced Dommo-doh-serla). The metre-gauge line starts out along the lakeshore but soon climbs through the mountains, running along sheer ledges and over high bridges. The final descent into Domodossola, on the Simplon mainline, is quite exciting. The trip is about 53 km (32 miles) but takes almost two hours; refreshments are sold from a cart--it's the first time I've been offered brandy in a streetcar! I met an interesting railfan from Munich on board who was spending his vacation riding Swiss trains. After a snack I caught the southbound LEMANO back to Milan.

Next morning, a 6:50 departure saw me on the LIGURE headed back to Monte Carlo. This train used to be a Trans Europ Express, but has been downgraded to old Italian compartment stock; worse, the advertised refreshments were not available and five hours' travel before breakfast is not too pleasant. The food outlets in the Milan station were not open before the train left. In happier circumstances, this could be a nice run with mountains and tunnels to Genoa and about 100 miles along the coast.

After meeting Betty and having lunch in Monte Carlo, we continued by Corail to Avignon. The station was being rebuilt in connection with the TGV extension and looked like downtown Beirut, it was such a mess. Next morning we caught the TGV to Paris. Disappointingly the Rhone Valley was covered by thick fog, but this burned off before we got to Lyon. We actually travelled on the last day before the full TGV line was opened; however, we did travel at speeds of up to 260 KPH (160 MPH) for about an hour. The ride is smooth and there is little sensation of the speed attained. Apart from the speed, this is not a very memorable line for railfans. The tarte aux mirabelles (yellow plum pie) is outstanding and I would like a case of the Cotes du Rhone red wine. Railfans aside, the TGV (Train de Grand Vitesse) is a big hit with the public. About 60 trains daily leave Paris for Lyon and other destinations in south-eastern France and Switzerland with a load factor of over 64%. We saw one train running in two sections, 16 cars (two trainsets) to Marseilles and 16 cars to Montpellier.

This rapid run ended our rail travel except for the suburban shuttle to Orly Airport. This is convenient for passengers without luggage but the maze of passages and barriers to be negotiated make baggage handling a nightmare.

This report has dealt primarily with transportation experiences but some practical hints may help other members. I described the Eurailpass generally in an earlier article (May 1982 NEWSLETTER) and much useful information may be found in George Drury's series (TRAINS, Feb.-May 1981). This year we flew by Wardair DC10 to London and back from Paris since Air Canada no longer offers an open jaw facility at a charter class fare. Having now flown out of both Paris airports, I have resolved never to fly through Paris again until something is done about the passport control procedures for departing passengers. For general travelling, Cook's Continental Timetable is excellent. It is, however, a summary, and individual countries' timetables show more lines and more trains. In France we used the SNCF S.E. Region timetable, the same book as is used by station staff. I hope one day to have the opportunity to use a Eurailpass for serious railfanning; meanwhile I hope that other members will take trips and report on them.

--VIA Rail's 700-strong Montreal headquarters staff will be consolidated in one six-storey building in the Place Ville Marie complex next July. Heretofore the staff has worked from two locations, and VIA's main computer has been located in a third building. The Corporation is taking over the former Esso Building and will rename it the VIA Building; it is hoped that the visibility of its new home will help to build a public identity for the passenger carrier that will underline the fact that it is an independent agency.

--VIA Rail "Vialogue"





## MONTREAL: FOUR SHORT PIECES

by Sandy Worthen, based on Montreal Gazette reports

**A. Metro Expansion: some Political Considerations**--In December 1983, there was an article in the Montreal Gazette by Henry Aubin commenting on the probable expansion of the METRO and the advantages/disadvantages derivative therefrom. As might be expected, the users of the expanded system would be expected to pay for current and projected operating costs, and this could be expensive. At least one prominent official in the Montreal transport field has admitted privately that the public would be better off if the system stayed the way it is. Metropolitan Montreal is not growing, and so there is not enough demand to warrant expansion beyond the 61 stations already built or under construction. People now residing in areas which the new lines would reach would derive only modest benefit. METRO would save them only a few minutes, if that, over existing bus services in normal conditions. In winter, it's another story.

The most obvious winners in the game of METRO expansion would be construction companies and their associated industries that build the tunnels or do other work. And, by extension, continuing METRO construction would create badly needed jobs. One major beneficiary would be Bombardier Inc. which, to judge from the way Michel Clair, Minister of Transport in Quebec, is now talking, might obtain a contract for building new METRO cars without submitting a competitive bid. Montreal's big engineering consulting firms might also bid on major contracts if the Government of Quebec adopts the more technologically innovative (?--Ed.) of two rival plans: the one featuring a surface rail METRO to Riviere-des-Prairies in the eastern part of Montreal Island.

But by far and away the biggest winner in the game of METRO expansion is the government bureaucracy itself, a most potent lobbying force. As Mr. Aubin of the Gazette said: "Simply put, some governmental agencies need the extensions to make work for themselves". An example will be of interest. The Bureau de Transport Metropolitan/Municipal Transit Bureau (BTM/MTB) is striving to survive, although its usefulness is largely over. It bears a charmed life. It was established in 1971 as part of the Montreal Urban Community's own civil service, to plan, supervise and assist the building and equipping of the METRO. When METRO was building full blast in the mid-1970's, there was little question that the BTM's 181 employees had a real job to do. In 1977, the BTM presided over the awarding of an all-time high of \$120 million in contracts, a good gauge of its level of activity. Then the decline began: in 1982 the total had diminished to \$55 million. Considering inflation, that's less than 30% of the former level of business.

According to Montreal Urban Community (MUC) spokesman Pierre Leduc, the BTM as of the beginning of December 1983 employed 281 persons, one person less than at its peak in 1974. No attrition? No discharges? No reduction in staff. The majority of the BTM's unionized workers are not temporary employees. They could be laid off. Some workers are permanently temporary; they have been with the BTM for 12 years! In the case of the BTM's rolling stock section, which was in charge of ordering and checking for quality the 400 METRO cars purchased in 1973, its work was largely completed when the last units were received three and a half years ago. But, according to the section's superintendent, 41 of the original 55 workers still remain. The others have left. The situation is something of a joke in the industry. One of the remaining engineers has now as one of his main jobs the writing of reports urging more METRO lines or, in effect, writing his own job description. On the other hand, while no one wants to throw people out into a poor job market, it must be recognized that taxes in Montreal are the highest in Canada and it is certain that taxpayers are wondering if they can afford such unproductive bureaucratic positions.

Pierre Des Marais, MUC Executive Committee Chairman, says that the MUC cannot lay off employees until the Government of Quebec decides whether or not to expand the METRO system. Should a layoff take place, followed by a decision by Quebec to expand the system, it would be difficult, if not impossible, to reassemble a first rate team, even at the then prevailing higher salaries. However, maintaining a full payroll for a long period of low activity is something few private engineering firms could afford.

To keep BTM going indefinitely will be especially onerous to Quebec taxpayers. To begin with, the workforce is remarkably well paid. The 80 unionized engineers, working under the same contract as other MUC and City of Montreal engineers, are the highest paid engineers in Quebec: for example, \$44,654 is the remuneration for 10 years' experience, which exceeds even the salaries of Hydro-Quebec and Federal Government-employed engineers, according to the union. In addition, their work week of 33.75 hours is the shortest in Quebec. Incidentally, this scale is also more generous than that for Ontario engineers. But the main reason for the BTM's burden on taxpayers is that its projects are extraordinarily costly. While BTM salaries impose "only" \$10 million on taxpayers, if the Bureau gets its way on what to build, the burden will be 52 times that figure!

Current METRO construction is scheduled to end in 1987. The Bureau, being rather nervous about what will happen then to its mandate and organization, is hardly a passive spectator to the decision making that will determine its survival. In early 1983 the MUC Council appointed the BTM's own chief, Gerard Gascon, to direct an important study of how the transit system should expand. For the BTM, this was a happy assignment. Predictably, the Gascon Report urges lavish METRO expansion in three directions. The MUC Council quickly approved the plan in October 1983, even though the price tag is \$522 million. This exceeds the \$410 million cost of a rival plan featuring a surface rail transport line to east island Riviere des Prairies, proposed by another bureaucracy concerned with Montreal Island transit, viz. COTREM: Conseil des Transports de la Region de Montréal/Montreal Regional Transport Council.



COTREM reports to the Minister of Transport, Government of Quebec.

When the Quebec Cabinet allocates money to one plan or the other, or to a blend of the two, both BTM and COTREM will have much more work to do. COTREM, too, has a vested interest in METRO expansion. It says that it has about 15 staffers now working on its METRO scheme. Keep in mind that, if its plan wins recommendation, its staff and responsibilities will explode. So would the responsibilities of many people within such government departments as Municipal Affairs and Transport. And, as Walter Stewart says in his book "Paper Juggernaut" (about the building of Mirabel Airport in super-suburban Montreal): "There are jobs and promotions and raises in the process of building things and none in turning them down".

The MUC politicians have little reason to frown on the BTM's costly ways. Though the MUC is the BTM's political master, by some strange circumstance the Government of Quebec pays for the BTM's operation. This violates utterly all of the normal rules of administration. It permits one level of government to allow another level of government to be as wasteful as it wants, since it is using the other level's "credit card". Suppose there was no further METRO construction: MUC politicians would worry because the BTM would shrink greatly and many of its permanent employees--there are 117 of them, plus 12 executives--would have to find jobs elsewhere in the MUC's civil service, thus swelling the MUC budget, because Quebec would no longer be paying their salaries.

All in all, a most puzzling situation. MUC mayors and Montreal councillors look good cutting ribbons at new METRO facilities. Also, METRO "baubles" are "free", since municipal or MUC taxpayers don't pay for them--directly and totally, that is. Citizens of "La Belle Province" get to pay 100% of the bill for METRO construction. But when the celebration is over and the band has gone home, it's another story. MUC taxpayers help to pay for the METRO's operating deficit: in 1983, they paid \$95 million, not including fare increases. This sum will grow as the system grows.

There must be a better way. It will be difficult to implement. It never hurts a political party to dangle big contracts at companies before an election. The proposed surface rail transit line might just fit in with the fashionable "virage technologique" (technology swing) scenario. Then there is the need for job creation. And, government announcements plastered on east end Montreal Island construction sites never did any harm. This is said to be the way in which politicians inject money into the economy.

Still, there must be a better way. Perhaps further study of Mr. Gascon's report may find it, but it seems unlikely.

**B. The Gascon Plan**--Urban transit enthusiasts, interested in the continuing development of Montreal's METRO, may add yet another dotted line or lines to their maps of existing/proposed subway lines in Quebec's largest city. Montreal Island politicians presently are trying to resolve differences over a revised transit plan for METRO expansion in the east end of the city. Montreal Councillor Roger Sigouin, Chairman of the Montreal Urban Community Transit Commission's transit committee, when questioned, replied that the committee was studying the proposal very hard. The plan was presented on Feb. 29, 1984 by Gerard Gascon, Director of the MUC's transit construction arm, the Metropolitan Transit Bureau (MTB).

The new scheme would include a new \$297 million METRO Line 7, roughly parallel to Pie IX Blvd., a \$124 million extension into Ville d'Anjou of METRO Line 5, now being built--the Montreal Gazette reported--between Snowdon (Line 2) station and the Ville St-Michel district, and a \$78 million surface rail transit line between the existing Radisson METRO station (Line 1) and Riviere-des-Prairies in the eastern part of Montreal Island.

Unfortunately, there is not unanimous agreement on this variation of the Committee's previous report. Committee members are in agreement that the Pie IX Blvd. line should be built, but they are opposed to the prolongation of Line 5 from Snowdon past its connection with the north-south Pie IX Blvd. line, for the time being. And, no one really favours proceeding with the east-end surface rail transit line to areas where relatively low passenger volumes would mean higher per-passenger costs. Even the MTB says that the purpose of this rail line, designated Line 8, would be "to boost export prospects of Quebec industry and Quebec would have to come up with special subsidies". Mr. Gascon's study estimates that the new proposal would add \$21.7 million to annual MUCTC operating costs.

**C. Montreal Metro Update**--According to the annual newsletter published in March 1984 by the Montreal Urban Community (in conformity with Article 208.1 of its Act. (L.R.Q. Chapter 37.2, as amended), since Jan. 9, 1984 residents of St. Laurent have been able to take advantage of three new stations on Line 2 (Henri-Bourassa/Berri-de-Montigny/Bonaventure/Snowdon). These stations are Namur (intersection of Decarie Blvd. and Jean-Talon), de la Savanne and du College (City of St. Laurent). The extension of Line 2 to Cote Vertu (intersection of Metro Line 2 and CTCUM Montreal-Deux Montagnes rail line) will open only in 1986, it was stated. During 1983, construction contracts were awarded for specific portions of the Snowdon/Saint-Michel part of Line 5 (Cote-St-Luc/Saint-Michel). These were the station at Fabre and the area back of the station at Snowdon. Construction of the new workshop for major inspections and repairs of Metro cars at Plateau d'Youville also moved ahead significantly in 1983.

In 1984, construction work on Line 2 will focus on the Cote Vertu station; on Line 5, the stations at Cote-des-Neiges, Universite de Montreal, Vincent d'Indy, Outremont, Acadie and Avenue du Parc will be involved. The new Plateau d'Youville workshop will be practically completed and the purchase of equipment, such as escalators, will complete the 1984 dossier. In Mar. 1983, the Government of Quebec approved in part the triennial capital expenditures program of the Community for the years 1982, 1983 and 1984. That part of the program dealing with the year 1983 was increased in Aug. 1983 by the sum of \$17 million for Metro extensions, as part of the economic recovery plan.

**Cont'd after 'Events'**





# UCRS and other events and activities

by Ed Campbell

--An interesting thing happened at the UCRS booth at the Canadian National Sportsmen's Show this year. The sales were substantial, so much so that it seems reasonable to conclude that there is more interest in railroads than we may think. It is hoped, therefore, that members will assist at similar UCRS displays in the future. As Norm English said at the Apr. 28 Toronto meeting: Thanks again to all of those who helped in any way at the Sportsmen's Show.

--Do not forget that help is needed for restoration work on CNR 6213 at the CNE during the coming summer. Phone John Laraway at (416)425-3162; he will appreciate your offer of assistance. This is another way in which you can participate in Society activities.

Do not miss the long awaited, world renowned, all new Leaside Loco League Slide Show Spectacular No. 5; it will be shown at the UCRS meetings in Toronto on May 18 and in Hamilton on May 25.

Friday, May 18--UCRS regular Toronto meeting at 8 P.M. (doors open at 7 P.M. for usual pre-meeting get-together). Location: auditorium, Education Centre, corner of College and McCaul Sts., 6th floor. The Program will consist of the LLL Slide Show No. 5 and Western Canada by Rail, a slide presentation by John Thompson covering a trip to Edmonton by the SUPER CONTINENTAL, the Alberta Pioneer Railway Museum, CN action around Jasper, the Edmonton and Calgary LRT lines, and return on THE CANADIAN. Do not forget your newscast slides.

Friday, May 25--UCRS Hamilton Chapter regular meeting in the CNR station at 8 P.M. sharp. LLL Slide Show No. 5, along with members' 35mm slides. Be sure to attend; all members are always welcome at Hamilton. Two Hamilton GO trains operate direct to the station, leaving Toronto Union Station at 1719 and 1803. The second train makes local stops.

Sunday, June 3--3rd Annual Flea Market of the Pittsburg, Shawmut and Northern R.R. Historical Society, 9 A.M. to 3 P.M. at the Allegany County Fairgrounds, Angelica, N.Y. Admission \$1; booths \$10, reserved in advance (send cheque to Jim McHenry, Box 284, Wellsville, N.Y. 14895).

Sunday, June 3--Buffalo Chapter, NRHS trip on regular Northlander trains from Toronto to Gravenhurst -- (regular trains 121 (Lv. Union 1230, arr. Gravenhurst 1454) and 122 (Lv. Gravenhurst 1540, arr. Union 1820)). Meet at Arrival and Departure board in centre of street level concourse. More details from Al Kerr, (716) 836-0872.

Friday, June 8--Ontario Society of HO Model Engineers regular monthly meeting at Rosedale Presbyterian Church, South Dr. and Mt. Pleasant Rd., Toronto. Visitors welcome, no charge.

Saturday, June 9--Delaware and Rutland Model R.R. and Central Ont. Div., NMRA: layout tour and meeting, club and home layouts, clinics, contests, executive meeting at D&R clubhouse, 7 Oakland Ave., Weston, Ont. Admission \$2 (child \$1). Further information may be had from John Wiley, (416) 431-4212 or Bill MacMillan, (416) 820-1665.

Friday, June 15--Regular UCRS Toronto meeting, 7th floor cafeteria, Education Centre, 155 College St. Doors open at 7 P.M. for usual get-together. Bring your newscast slides. The program will consist of 30 years of progress at the Ontario Electric Ry. Historical Assoc. museum at Rockwood, Ontario.



**D. Canadian Railway Museum to the North Shore?**--In an editorial in the Mar. 2, 1984 issue, the Montreal Gazette expressed the hope that the Government of Quebec would not misplace its planned Museum of Science and Technology as it did its Museum of Contemporary Art, in a left-over Expo '67 building on what was once Bickerdike Pier, far from the city centre, hotels, the new Montreal Convention Centre, existing or proposed METRO lines, and populous areas. The committee, headed by Gilbert Paquette, Minister of Science and Technology, Government of Quebec, which was to conclude its hearings the same day, was exhorted to "take extraordinary care in this matter".

Two good sites are under consideration: Ste-Helene's Island, home of Expo '67 and Man And His World, which Mr. Paquette favours, and the Old Port of Montreal, adjacent to "Old Montreal", advocated by Paul Gerin-Lajoie, head of the Old Port Development, and by the Government of Canada. The Government of Quebec may be slightly opposed to the Old Port site, inasmuch as this land belongs to the Federal Government. However, Mr. Gerin-Lajoie suggests that Ottawa could hand over a part of the Old Port site.

The Old Port location seems to be slightly more advantageous than Ile-Ste-Helene. There is plenty of parking space; it is more easily reached by pedestrians and cyclists on bike-paths. Most important, it is near many other year-round attractions in "Old Montreal", including restaurants. "The island, in contrast, offers only a park and its popularity is largely seasonal", said the Gazette editorial.

There are two paragraphs in the editorial which are of particular interest to Canadian railway enthusiasts. These are quoted completely: "One special virtue of placing the science-tech museum in the Old Port is that plans are already well under way to transfer a railway museum there from the South Shore. The two institutions would not only complement each other (trains are technology incarnate), but would both be in harmony with the port's historical vocation as the industrial and transportation springboard for Canada's development in the 18th and 19th centuries.

Several trains a day still run through the Old Port; steam locomotives could join them in carrying sightseers. The nearby Lachine Canal, part of the old industrial gateway, might reopen for boat travel".

Given that the Canadian Railway Museum, Delson/Saint-Constant, P.Q. is the only South Shore railway museum that can figure in this proposed scenario, the similarity of the Montreal proposal, funds for which have already been approved by the Government of Quebec as part of an overall plan to revitalize Man And His World, successor to Expo '67, is remarkably like the proposal made by the Toronto and York Division, Canadian Railroad Historical Association, for a railway museum in the John St. area of downtown Toronto, adjacent to Harbourfront, the "revitalized" old port of Toronto (UCRS NEWSLETTER No. 411, January, 1984).

--The first production run NFTA LRV, car 103, arrived in Buffalo on Apr. 27 from the GE plant in Cleveland, where the cars are being completed (the bodies are built in Japan by Tokyu Car Corp.). The car was shipped to Buffalo on a flatcar on the Norfolk Southern, where it was turned over to Conrail for final delivery to a siding near the NFTA shop. --Al Kerr

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