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The parade of historical transit vehicles which marked the end of street-car service in Montreal, on Aug. 30, 1959, is seen leaving Mount Royal carbarn, southward on Fullum St. Photo taken from open bench car 8.
--Omer Lavallee photo



Toronto Terminal Railways' historic Cabin D, which controlled switches at Bathurst St., was removed in mid-July and moved to CP Rail's John St. Yard, Toronto, to be held for inclusion in the planned railway museum at this location.
--John D. Thompson photo



CNR retired GP7 4803 (GMD, 1953) is another candidate for the Toronto railway museum, having been repainted in its original green and yellow livery and turned over to the City in a ceremony at Union Station in a ceremony on Aug. 26, 1984. The unit spent most of its life in Western Canada, logging more than 1.5 million miles.
--CN photo



CTCUM F unit 1303, in the authority's livery of two-tone blue with white stripes, poses beside one of its former CP Rail mates, 4040, at the railway's Glen Yard in Montreal. All of the commuter engines and cars have since been repainted in CTCUM colours.

--Gary Zutens photo

MONTREAL TRANSIT ROUNDUP



CTCUM TO BUILD
ITS FIRST LRT LINE

BY OMER LAVALLÉE

Less than four months prior to the 25th anniversary of the abandonment of Montreal's last streetcar line, the Montreal Urban Community (CUM) has given approval to the construction of the first of three proposed LRT lines, which would use rolling stock similar to that currently being supplied by Bombardier to Portland, Oregon. At a meeting of the CUM held on 2 May 1984, approval was given to the construction of what is known as Metro Line 8, to extend from Radisson station near the east end of Line 1, to Point-aux-Trembles, a distance of about 16 km. This surface line will extend southward for a short distance from Radisson, then turn eastward along the existing Canadian National right-of-way to a terminal station at or near 60th Ave. in Pointe-aux-Trembles. Choice of this route will see the resuscitation, for transit purposes, of the roadbed of the former Montreal Terminal Railway, an electric suburban line built in the 1890s, which connected downtown Montreal with the inevitable (at that time) amusement park at Bout de l'Île, at the end of the Island. Inherited by the Montreal Tramways Company in 1911, the Bout de l'Île line was removed to Notre Dame Street in 1925 and the right-of-way sold to Canadian National, whose own Montreal-Joliette main line adjoined the electric line on the south side. The configuration of the adjoining roadbeds was never completely obliterated by CN, and they are still visible in this area. The streetcar line on Notre Dame Street lasted only eleven years, having been abandoned in 1936.

The same MUC meeting also approved the construction of a further Metro route, Line 7, to extend from Pie IX station on Line 1, northward to Montreal Nord. The technology for Line 7 is still under discussion. The CUM favours a continuation of rubber-tired technology on this route, but the provincial government, which furnishes most of the funding, is in favour of steel-wheels-on-steel-rails technology, which would permit sections of Line 7 to be above ground and avoid costly tunnelling. The province is also anxious to have at least one Montreal transit line act as a showcase for modern heavy rail transit technology as produced in Quebec (read Bombardier). The construction of Line 7 will probably put an end, at least in the foreseeable future, to Line 6, which was to be a heavy, steel-on-steel transit line extending along another CN right-of-way from College station (Line 2) in Ville-St-Laurent, through Montreal-Nord, Rivière-des-Prairies and Pointe-aux-Trembles to Repentigny, just off the east end of the Island of Montreal. Critics of Line 6 state that the area which would be served was lightly populated and therefore unjustifiable economically.

Under serious study, and likely to be approved eventually because they serve more densely populated areas than Line 8, are two further LRT applications: Line 10 would extend from Vendôme (Lines 2 and 9) through Montreal West and Ville St-Pierre to 25th Avenue and Victoria Street in Lachine. This route would be located entirely on CP Rail and CN rights-of-way. Line 11 would extend from Angrignon Station (Line 1) through Ville LaSalle to Lafleur Avenue. It would utilize the right-of-way of CP Rail's LaSalle Loop Line.

These recent developments have tended to complicate the Montreal transit scene, what with existing, authorized and proposed lines using four different operational modes: (a) rubber-tired metro; (b) steel-wheeled metro; (c) LRT; and (d) commuter trains, the latter both electrically- (Line 3) and diesel- (Line 9) propelled. The following commentary and accompanying coded map attempt to explain the situation as at July 1984, as this writer understands the situation based on newspaper accounts, editorials, public reports of the CUM and commentary from politicians.

Line	Mode	Remarks
1	Rubber-tired metro	In use over its full extent, between Honore-Beaugrand to Angrignon via downtown. No extensions planned.
2	" " "	In use between Henri-Bourassa and du College via downtown. Extension from du College to Cote-Vertu now under construction. Extension from Cote-Vertu to Val Royal (Line 3) planned.



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the Newsletter to the Editor at the
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Make room for Via

(Being an editorial appearing in the Calgary Herald
for Aug. 9, 1984)

The postal service--long the butt of criticism in this country--appears to be going out of its way to alienate what friends it does have in Calgary.

The problem is not the time it takes to get a letter to Aunt Jane but Canada Post's inexplicable refusal to vacate the old downtown post office for a new and much needed VIA Rail station. Canada Post has come up with public reasons for its recent decision to block the scheme pushed by VIA for the past several years. But its reasons are so paltry it is not too strong to suggest the office has adopted a dog-in-the-manger attitude over its old headquarters adjacent to the tracks on 9th Ave. S.W.

It is said the building's second floor is being used as a depot for 175 letter carriers with downtown routes. There are plans to do some renovations in order to conduct internal training programs there. The post office, which moved the bulk of its operations into the new downtown Federal Building in 1979, will stay in the building for the next five years. Such reasoning may seem compelling to the people who run Canada Post. But for anyone who can see beyond the blinkered confines of postal administration to contemplate the broad public benefits of the VIA scheme, the argument makes no sense.

VIA's cramped, inconvenient station located in the basement of Palliser Square must be replaced. Time is short, not only because Albertans have suffered the station's inadequacies for too long, but also because an influx of Canadian and foreign tourists is expected for both the 1988 Winter Games and Vancouver's Expo 86. Renovating the old post office building just a block away on 1st St. S.W. would be the shortest route to a solution. With Calgary's massive backlog of empty commercial space going for bargain basement rates in the downtown these days, Canada Post should be able to shift its training and depot operations to a nearby location with comparative ease.

On the other hand, VIA's needs for a location on the tracks and near the hub of Calgary's downtown hotel and business district make the VIA position much less flexible. But such logic does not seem to have penetrated the minds of those leading either Canada Post or the Federal Department of Public Works with whom VIA has been negotiating directly. In the meantime, Calgarians and Alberta's vital tourist industry are being badly served.

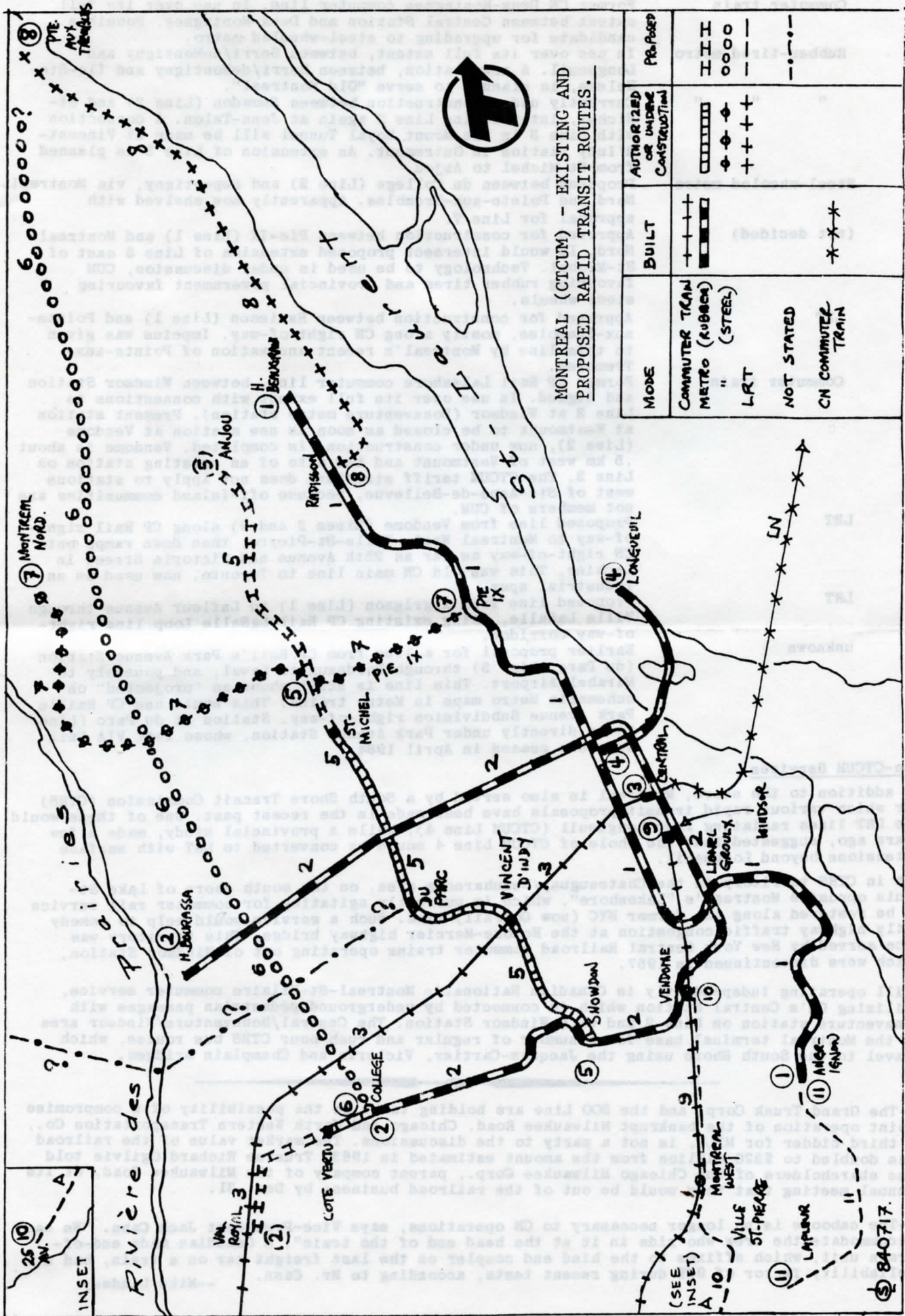
--from our Alberta correspondent

--The CPR station at Chatham, Ont., last used by passenger trains on July 3, 1971, has been sold to Chatham businessman Fred Van Gorhum, who had it disassembled and rebuilt three miles away for use as a plant nursery. Evidently Mr. Van Gorhum got the idea for his project when he read of a similar undertaking involving CP's Brampton Station a few years ago. The railway sold the station for the traditional \$1, and donated the amount of money it would have spent in demolition work.

--The CNR station in Southampton, Ont., last used by passenger trains in October, 1970, reopened its doors on Victoria Day weekend of this year as Spike Muldoon's Restaurant. The interior has been tastefully restored and decorated with steam locomotive photos; a CNR wooden caboose, in need of restoration, is situated on the track in front of the station. Although the bill of fare seems to be of reasonable quality and price, the atmosphere was marred by the playing of rock "music" on the day of the Assistant Editor's visit over Civic Holiday weekend. Hopefully this shortcoming will soon be corrected. Incidentally, the highway crossing south of town has been paved over and the crossbucks removed. The track shows signs of erosion, having been out of service for several years.

COVER: MTC 3517, CRHA 8, and MSR 274 await their rendezvous with history in the parade which commemorated the end of streetcar service in Montreal on Aug. 30, 1959. Photo taken at Mount Royal car barn. No. 8's crepe had been carried on OTC 859 in a similar pageant held in Ottawa in May, 1959.

--Omer Lavallée photograph



3	Commuter train	Former CN Deux-Montagnes commuter line. In use over its full extent between Central Station and Deux-Montagnes. Possible candidate for upgrading to steel-wheeled metro.
4	Rubber-tired metro	In use over its full extent, between Berri/deMontigny and Longueuil. A new station, between Berri/deMontigny and Ile-Ste-Helene, is planned to serve "Old Montreal".
5	" " "	Currently under construction between Snowdon (Line 2) and St-Michel, intersecting Line 2 again at Jean-Talon. A connection with Line 3 in the Mount Royal Tunnel will be made at Vincent-d'Indy station in Outremont. An extension of Line 5 is planned from St-Michel to Anjou.
6	Steel-wheeled metro	Proposed between du College (Line 2) and Repentigny, via Montreal-Nord and Pointe-aux-Trembles. Apparently now shelved with approval for Line 7.
7	(not decided)	Approved for construction between Pie-IX (Line 1) and Montreal-Nord. It would intersect proposed extension of Line 5 east of St-Michel. Technology to be used is under discussion, CUM favouring rubber tires and provincial government favouring steel wheels.
8	LRT	Approved for construction between Radisson (Line 1) and Pointe-aux-Trembles, mostly along CN right-of-way. Impetus was given to this line by Montreal's recent annexation of Pointe-aux-Trembles.
9	Commuter train	Former CP Rail Lakeshore commuter line, between Windsor Station and Rigaud. In use over its full extent with connections to Line 2 at Windsor (Bonaventure metro station). Present station at Westmount to be closed as soon as new station at Vendome (Line 2), now under construction, is completed. Vendome is about .5 km west of Westmount and the site of an existing station on Line 2. The CTCUM tariff structure does not apply to stations west of Ste-Anne-de-Bellevue, because off-Island communities are not members of CUM.
10	LRT	Proposed line from Vendome (Lines 2 and 9) along CP Rail right-of-way to Montreal West, Ville-St-Pierre, then down ramps onto CN right-of-way as far as 25th Avenue and Victoria Street in Lachine. This was old CN main line to Toronto, now used as an industrial spur.
11	LRT	Proposed line from Angrignon (Line 1) to Lafleur Avenue through Ville LaSalle, using existing CP Rail LaSalle Loop line right-of-way corridor.
?	unknown	Earlier proposal for a line from CP Rail's Park Avenue Station (du Parc, Line 5) through Bordeaux to Laval, and possibly to Mirabel Airport. This line is still shown as "projected" on schematic Metro maps in Metro trains. This would use CP Rail's Park Avenue Subdivision right-of-way. Station at du Parc (Line 5) is directly under Park Avenue Station, whose last VIA Rail services ceased in April 1984.

Non-CTCUM Services

In addition to the above, Montreal is also served by a South Shore Transit Commission (CTRS) for which various rapid transit proposals have been made in the recent past. One of these would see LRT lines radiating from Longueuil (CTCUM Line 4), while a provincial study, made a few years ago, suggested that the whole of CTCUM Line 4 could be converted to LRT with surface extensions beyond Longueuil.

Not in CTRS territory is the Chateaugay/Beauharnois area, on the south shore of Lake St-Louis opposite Montreal's "Lakeshore", which is currently agitating for commuter rail service to be restored along the former NYC (now Conrail) line. Such a service would help to remedy daily highway traffic congestion at the Honore-Mercier highway bridge. This territory was once served by New York Central Railroad commuter trains operating out of Windsor Station, which were discontinued in 1957.

Still operating independently is Canadian National's Montreal-St-Hilaire commuter service, utilizing CN's Central Station which is connected by underground pedestrian passages with Bonaventure station on Line 2 and with Windsor Station. The Central/Bonaventure/Windsor area is the Montreal terminal base for a number of regular and rush-hour CTRS bus routes, which travel to the South Shore using the Jacques-Cartier, Victoria and Champlain bridges.

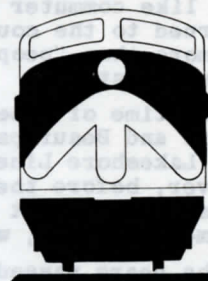
--The Grand Trunk Corp. and the SOO Line are holding talks on the possibility of a compromise joint operation of the bankrupt Milwaukee Road. Chicago and North Western Transportation Co., a third bidder for MILW, is not a party to the discussions. The market value of the railroad has doubled to \$320 million from the amount estimated in 1983. Trustee Richard Ogilvie told the shareholders of the Chicago Milwaukee Corp., parent company of the Milwaukee Road, at its annual meeting that they would be out of the railroad business by Dec. 31.

--The caboose is no longer necessary to CN operations, says Vice-President Jack Cann. "We can accommodate the crew who ride in it at the head end of the train". A Canadian made end-of-train unit, which affixes to the hind end coupler on the last freight car on a train, had a reliability factor of 98% during recent tests, according to Mr. Cann.

--Mike Lindsay

80
81TO THE
CITY BY
RAIL

by Sandy Worthen



service de
Lakeshore
service

du 26 octobre
October 26

MONTREAL'S CPR/CP RAIL/CTCUM

COMMUTER SERVICES

Prix	05	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95
Reçu du voyageur												1.00	2.00	3.00	4.00	5.00	6.00	7.00	1/2



C.T.C.U.M.
Train de banlieue

Ligne
Montréal/Rigaud

No. 40656

Directeur général de l'Exploitation

NOV - 9 1982

Président-directeur général

100

Canadian
Pacific
100 Years
Yesterday
Today and
Tomorrow

CP Rail



LEFT: Face of CP Rail's very last
passenger service folder.

No Nostradamus could have foretold the succession of events that interspersed the 105 years and five months between the genesis of passenger train service on the Canadian Pacific Railway at Winnipeg, Manitoba on May 1, 1881 and its termination, as CP Rail's Train 255, which legally became a wraith at Mile 1.9 of the Montreal Terminals Division, between Windsor Street Station and Westmount, Quebec, at 0001 on Oct. 1, 1982.

Although CP Rail had ceased to provide intercity/interprovincial rail passenger service when VIA Rail Canada was incorporated in 1978, certain commuter services along Montreal's "Lakeshore" (West Island) to Ste-Anne-de-Bellevue, Vaudreuil, Hudson and Rigaud were not included in the transfer.

While Canadian Pacific's first trans-Canada passenger trains departed from and arrived at Montreal (June 1886) via the original Quebec, Montreal, Ottawa and Occidental main line from Ottawa, via Lachute, St-Martin Junction, Mile End, Hochelaga to Dalhousie Square (later Place Viger), the forebears of CP Rail Train 255 came to the City on a new line, opened in 1887, from Smiths Falls and Winchester, Ontario, to St-Clet, St-Lazare to Montreal. Before Montreal Junction (Montreal West) was established, this new line turned north-east through today's "Breslay Bypass", station-stopping at Mile End and Hochelaga, and terminated at Place Viger Station in the then eastern part of Montreal.

On Feb. 4, 1889, Canadian Pacific's Windsor Station, Montreal, was opened and the Company was then in a position to provide stiff competition with the Grand Trunk Ry. for "Lakeshore" passengers. Dual stations came into being at Dorion (GTR), (Vaudreuil-CPR), Ste-Anne-de-Bellevue (both GTR and CPR), through Pointe Claire (both), Montreal West (CP), (Turcot-GTR) and Westmount (CPR), (St-Henri-GTR). The Canadian Pacific's passenger train 255 of those early days was not really a commuter train. In fact, it ran from Windsor Station to Winchester, Ontario, 92.6 miles, in the fall of 1889, with intermediate stops at Dorval, Valois, Beaconsfield, Ste-Anne-de-Bellevue and Vaudreuil, along the "Lakeshore". Inbound, the train arrived at Windsor Station daily at 9:45 a.m. and departed in the afternoon at 5:15 p.m. For a while in the early '90s, there was a station stop at Bel Air, about one mile west of Dorval, but it had disappeared by 1893.

In that year, the CPR leased the Montreal and Ottawa Railway Company, an anonymous undertaking

built in the 1890s, 17 miles north-west along the Ottawa River from Vaudreuil, through Como and Hudson to Rigaud and thence to Pointe Fortune, Quebec on the south bank of the Ottawa at the Quebec-Ontario boundary. Today, you ride along the former roadbed of the original M&O just where Quebec's Autoroute 40 becomes Ontario's Highway 417--the road to the nation's capital.

The CPR could have operated the M&O as a separate branch until plans for its use could be finalized. Instead, passenger trains originating at Pointe Fortune were run through Rigaud to Vaudreuil and onward to Windsor Station, Montreal, two daily except Sunday runs arriving at Windsor Station at 8:30 a.m. and 9:45 a.m., corresponding departure times being 5:15 p.m. and 6:15 p.m. Concurrently, a new stop was added at Lakeside. The citizens of the residential community of Cote-St-Antoine, between Windsor Street and Montreal Junction, later Montreal West, were granted a station stop. The community was renamed Westmount in 1897. These trains were like commuter trains in some particulars. They came to the city in the morning and returned to the country in the late afternoon. In the beginning, the nature of their traffic was more than "people"; it was also "things". There were few daily travellers, even from the Lakeshore stops.

At the time of Queen Victoria's Diamond Jubilee (1897), stops had been established at Pointe Claire and Beaufort, as well as at Little River and Ile-Cadieux between Hudson and Rigaud. The "Lakeshore Line" gradually was assuming its final form. There were a few more developments, however, before the big change. A year later, Bayview (now Baie d'Urfe) was established; Golf Links, a mile east of Dorval (but not the more recent Wentworth), was designated. Golf Links became Summerlea, was located at Lachine's 55th Ave., and was closed about 1962.

As the years passed, more stations were established. Cedar Park, Ile Perrot, Forest Hills (Lachine), Sortin, Pine Beach, Brucy and Grovehill appeared, as well as Alstonvale, Choisy and Dragon, on the way to Rigaud.

Plans for the future of the Montreal and Ottawa Railway Company to Pointe Fortune matured in 1898, when it became part of the Canadian Pacific's M&O Subdivision, an entirely new line from Rigaud to Ottawa, through Vankleek Hill. The seven-mile remnant of the M&O Ry. from Rigaud to Pointe Fortune, with an intermediate stop at McLaughlin's, retained branch line status until 1941, when it was lifted.

These were the years when the private automobile and the highway bus were assuming an ever increasing role in public transportation. The period between the two World Wars, including the Great Depression, resulted in only a slight deceleration of the process. By the late 1950s, operating costs for railway passenger services were rising and revenues consequently were declining. Fare increases failed to offset revenue decreases. Canadian National Railways, successor to the Grand Trunk Railway Company, withdrew its "Lakeshore" commuter services west of Dorval in the late 1950s. About the same time, the New York Central Railroad terminated the commuter services it had provided previously from CPR's Windsor Station to Adirondack Junction, Chateaugay, Beauharnois and Valleyfield. Everybody--or nearly everybody--was getting out of the commuter business. Every possible means of reducing mounting deficits was tried.

Several stratagems were tried by CPR/CP Rail to attract more passengers and thus increase revenues. Some trains were short turned at Montreal West and Beaconsfield. A train of refurbished equipment, the "Town Train", was introduced. A bar car was included in some trains as an added enticement. In 1960, diesel-electric locomotives replaced steam power on the commuter runs. There seemed to be an overriding necessity to integrate totally all commuter services on the Island of Montreal with urban transit facilities (Metro and buses).

Agreement was reached finally between Canadian Pacific Ltd./CP Rail and the City of Montreal's Commission de transport de la communaut  urbaine de Montreal (CTCUM/MUCTC), to be effective from Oct. 1, 1982. Among the terms of the agreement, the result of three years of negotiation, was the purchase by the Commission of \$7.3 millions worth of CP Rail equipment, currently in use. Included were six FP7A diesel-electric units, Nos. 4070 to 4075 inclusive, and assorted single and bi-level passenger cars. An annual contractual payment to CP Rail would offset operating costs. It was stated that the equipment would be renewed subsequently by the CTCUM and the service improved immediately with the introduction of 28 trains daily on weekdays, eight on Saturdays and six on Sundays. The Government of Quebec agreed to underwrite 20% of the operating costs of the improved services; the CTCUM and ticket sales were calculated to make up the shortfall.

Simultaneously, fares for "on-island" (CTCUM) services to and from Ste-Anne-de-Bellevue were reduced. Beyond Ste-Anne, the last station in CTCUM jurisdiction on the island of Montreal, it was shockingly more expensive to commute to Montreal: \$92.25/month vs. \$37.50/month after Jan. 1, 1983. The Government of Quebec assured the municipalities concerned that these higher fares could be reduced if the municipalities agreed to pay their share of the operating costs. For "off-island" commuters, the new situation was aggravated further by the fact that the single weekday service from Rigaud departed at 0645, the chickens just being awake at that hour! Outbound from Windsor Station, the sole service to Ile Perrot, Vaudreuil, Hudson and Rigaud departed weekdays at 1715, which was satisfactory to most white and blue collar multi-storey support staff.

After representation by Les Gens de la Terre (Men of the Land), a Hudson based community pressure group, departure times morning and evening were adjusted, following letters to Quebec's Transport Minister, Michel Clair, and CTCUM Chairman Lawrence Hanigan, followed by a brief presented to a committee of the Legislative Assembly of the Government of Quebec. Meanwhile, thrifty "off-islanders" car pooled it to the former CPR/CP Rail station site at Ste-Anne-de-Bellevue to become "on-islanders" and so take advantage of the lower CTCUM fares.

At first, it seemed unlikely that Les Gens de la Terre could persuade the Government of Quebec to equalize the two fares. Therefore, it was with the greatest satisfaction that the Montreal

Gazette reported on July 24, 1984 that negotiations were nearly complete to equalize the "on-island" and "off-island" fares, starting Jan. 1, 1985.

There are a few other interesting points about the CTCUM's Lakeshore commuter services, as yet unannounced and perhaps undecided, that invite speculation. What kind of rolling stock will the CTCUM/Government of Quebec select, once the existing ex-CPR/CP Rail passenger cars become unserviceable? Logic says single level, air-cooled Bombardier passenger cars, a la New Jersey Department of Transportation or perhaps a la New York City Metropolitan Transit Authority, updated. Likely the blue and white paint scheme will persist, but there is ample room for speculation about the motive power, now that Bombardier has indicated its unhappiness with perpetuation of its locomotive building plant in east end Montreal.

LRT, anyone?

CPR/CP Rail Stations along the Lakeshore

Notes: 1. Stations currently in use are underlined. 2. Current station mileages have been reduced by 0.1 mile, consequent upon the removal of the old trainshed tracks at Windsor Station. Thus, Westmount Station, which was formerly mileage 2.0, is now mileage 1.9.

<u>Current (1984) Mileage</u>	<u>Subdivision</u>	<u>Name</u>	<u>Remarks</u>
0.0	Westmount	<u>Windsor Stn.</u>	
1.9	"	<u>Westmount</u>	Formerly Cote St-Antoine, established ca. 1890. Soon to be closed when Vendome is opened ca. 0.5 mile west.
4.6	"	<u>Montreal West</u>	Formerly Montreal Junction. Established 1889.
0.0	Vaudreuil		
1.4	"	Sortin	Station for CPR's Wentworth Golf Club. Closed in the 1970s.
2.2	"	Ballantyne	Formerly Western Jct. Operating point only; never a commuter stop.
2.9	"	Lachine: 40th Ave.	Former site of Lachine station. Early names from at least 1901 were Lachine Links, Forest Mills and Grovehill. Changed to Lachine ca. 1962 at request of Lachine Commuters Association
3.3	"	Lachine: 48th Ave. <u>Grovehill</u>	Established ca. 1962 as compromise between old Grovehill (mile 2.9) and Summerlea (mile 3.8). However, at request of Lachine Commuters Assoc., the CTC ordered that the stop be re-established at 40th Ave. (mile 2.9) and since new station was named Grovehill, re-established station named Lachine
3.8	"	Lachine: 55th Ave. Summerlea	Closed ca. 1962
Ca. 4.2	"	Golf Links	So named from at least 1901; later (ca. 1915) called Dennistown, obviously after Alexander Dennis, president of Montreal Golf Club. Station presumably succeeded by Summerlea, mile 3.8
4.8	"	<u>Dorval</u>	Established in 1889; still in use.
6.0	"	<u>Pine Beach</u>	Established in the 1960s when this area was being developed.
Ca. 6.5	"	Bel Air or Belair	Listed in 1901.
6.7	"	Strathmore	Perhaps successor to Bel Air. Closed Oct. 1, 1962.
7.3	"	<u>Valois</u>	Still in use.
7.9	"	<u>Lakeside</u>	Closed Oct. 1, 1982. Rumours suggest that it may be reopened, as a pedestrian underpass was built at time of closure; however, CTCUM policy is to provide parking lots at stations and this yet to be done here.
8.7	"	<u>Cedar Park</u>	In 1901, this stop called Pointe Claire.
9.2	"	<u>Pointe Claire</u>	Closed Oct. 1, 1982.
10.2	"	<u>Beaconsfield</u>	Still in use.
12.1	"	<u>Beaurepaire</u>	" " "
13.8	"	<u>Baie d'Urfe</u>	In 1901, name given as Bayview. Still used.
15.6	"	<u>Ste-Anne-de-Bellevue</u>	Still in use.
(Limit of MUCTC Jurisdiction)			
16.6	"	Brucy (Ile Perrot)	Established in 1960s due to residential development. Closed Oct. 1, 1982.
18.2	"	<u>Ile Perrot (Terrasse)</u>	Still in use.
18.9	"	<u>Vaudreuil</u>	Still in use
0.0	M&O		
Ca. 1.6	"	Little River	Listed in 1901

Ca. 3.2	"	Ile Cadieux	Closed in 1960s
6.3	"	Como	Closed Oct. 1, 1982
8.4	"	Hudson	Still in use.
9.0	"	Hudson Heights	Closed Oct. 1, 1982
10.6	"	Alstonvale	" " " "
Ca. 11.1	"	Thauvette	Listed here in 1901.
12.4	"	Choisy	Closed Oct. 1, 1962
14.2	"	Dragon	Established during WWI to serve munitions factory here. Closed Oct. 1, 1962.
16.5	"	Rigaud	Established in the 1890s.
16.8	"	Mando	Origin of name obvious.
0.0	Pointe Fortune		Switch for Pointe Fortune Sub. Not a passenger stop.
5.1	"	McLaughlin's	Closed Oct. 1, 1941.
7.0	"	Pointe Fortune	Closed Oct. 1, 1941.

--The assistance of Mr. O.S.A Lavallée, Corporate Historian and Archivist, Canadian Pacific Limited, in the preparation of this resume is acknowledged with thanks.

--Sandy Worthen

MONTREAL'S MAGICAL MUSICAL METRO by Sandy Worthen

You may not believe any of what follows.

Two or three days out of seven, Mr. Ted Blackman, the innovative columnist, decorates page 3 of Montreal's GAZETTE, diverting his readers with all sorts of reports "Montrealais". You can be sure that at least three out of six of Mr. Blackman's columns will titillate the intelligentsia of CUM: Montreal Urban Community.

Mr. Blackman's recent theme was stimulated by the report of a vacation visit to the metropole by Mr. and Mrs. Robert Finn of Cleveland, Ohio. Mr. Finn is classical music critic for the Cleveland newspaper, the PLAIN DEALER. He enjoyed his visit so much that, on his return to Cleveland, he shared his impressions with readers of his column. Mr. Finn was pleased particularly with Montreal's street musicians, which he encountered in the labyrinthine Metro; the Montreal Symphony Orchestra, and the many tributes to the late Glenn Gould of Toronto. His only (slightly) negative observation was on the acoustics of the Salle Wilfred Pelletier at the Place des Arts. He loved the "splendid" concert hall, but found it "short on string sound, a trifle blurred and over resonant". And one more thing on the "plus" side: Mr. Finn was entertained vastly by the musical Metro trains.

Musical Metro trains? What is this? How magical and mysterious!

"Even more interesting (than the street musicians), however, is the distinct musical sound given off by the rubber tired Montreal subway cars as they pull out of each station", wrote Mr. Finn. "One hears a clearly articulated, three-note musical phrase coming from somewhere in the machinery...oddly, the cars do not produce the same sound in reverse when slowing to a stop. Some clever Montreal composer could have a field day with this", opined Mr. Finn.

And do you know, Mr. Finn was perfectly right about the distinct, musical sound. You can confirm this extraordinary fact next time you are in Montreal, providing someone hasn't tampered with the "machinery". A musical Metro! Well, dear me!

Mr. Blackman was not one to decline the challenge. Why not a "theme" for Montreal's marvellous, musical Metro? The following is Mr. Finn's recollection of the magical, musical Metro's song, reproduced through the kindness of Mr. Mike Fuller, Montreal's--and Metro's--most musical and magical commercial artist:



Ten days before Luciano Pavarotti's tremendous concert at Montreal's Forum--also vastly musical and magical--Mr. Blackman offered two \$50 tickets to the concert to that GAZETTE reader who could compose a less-than-one-minute score, based on the three-note phrase discovered by Mr. Finn. Lyrics, while not mandatory, were described by Mr. Blackman as being helpful in the final decision.

You never could have guessed what happened! There were 53 "conscientious" entries received, most dutifully scored on regulation musical script, with meticulous notes. All this in slightly less than 10 days. The Winner? Ladies and gentlemen, Mr. Al Buckwald, retired organ salesman and pianist, who once worked at Montreal's Esquire Showbar in the 1940s. Using the three notes produced so mysteriously by Montreal's musical Metro trains, Mr. Buckwald composed a catchy ditty called "The Subway Serenade" (with a nostalgic nod to Allan Jones), which convinced contest judge Richard Roberts, Concertmaster of the Montreal Symphony Orchestra, that it was "Number 1" of the 53 "unbelievably good" entries. "Because of the varied idioms, ranging from light classical style to ballads and pop-jazz jingles, I thought the decision was difficult", reported judge Roberts. "But I thought the best all round (catchy tune, nice harmony, elite lyrics) was the piece by Mr. Buckwald".

The distinguished judge made special mention of runners-up James Jackson for "Take the Train, Eh?", a nice play on the title of Duke Ellington's immortal tribute to the famous train on New York's subway; Wayne Brown's "A Commuter's Song" and Jeffrey Cohen's "Metro for the

Common Man". This latter piece, a play on American composer Aaron Copeland's "Fanfare for the Common Man", is a composition many correspondents believed was the true basis for the mysterious, musical Metro triad.

Everyone hoped that the Montreal Symphony Orchestra would be able to put together a rendition of Mr. Buckwald's winning opus, but there was the Pavarotti concert and the orchestra's annual Christmas concerts, and there just wasn't time.

The grand finale occurred when the composer and lyricist conducted an impromptu and perhaps amateur singing group at 0745 on radio station CFCF, Montreal, on Nov. 18, 1982. It was a mysterious, memorable, musical Metro moment!

AUGUST 30, 1959

TWENTY-FIVE YEARS AGO: THE MONTREAL RAIL TRANSIT ABANDONMENT REMEMBERED by Omer Lavallée

August 30th, 1984, marked the twenty-fifth anniversary of the termination of streetcar operation in Montreal. Curiously, the anniversary came only a few months after the Montreal Urban Community approved the return of streetcars to Montreal in the guise of an LRV line on private right-of-way (CTCUM Line 8) in the northeastern section of the city. Particulars of this and other Montreal developments are given elsewhere in this issue of the NEWSLETTER.

Rail transit in Montreal began in 1861 when the horsecar system of the Montreal City Passenger Railway began operations. Reorganized in 1887 as the Montreal Street Railway, conversion to electric operation began in September 1892 and was completed in 1894. The MSR subsequently acquired control of two independent suburban electric railways and was itself reorganized as the Montreal Tramways Company in 1911. The Montreal transit system, in the early years of this century, was considered to be one of the most progressive transit properties in the world. At least two world "firsts" are attributed to it: (1) Ten steel cars built in 1907 which were the world's first steel cars designed for urban street railway service, and (2) the introduction and first application of the "pay-as-you-enter" fare collection system.

The transit system remained in private hands until 1951 when, at the conclusion of a franchise term, the Company sold it to the City of Montreal which entrusted it to the newly-formed Montreal Transportation Commission. This transition came thirty years after Toronto, whose own transit system became a municipal property in 1921. Unlike Toronto, whose TTC took over an obsolete and moribund system from the old Toronto Railway Company, turning it into the existing efficient and intelligently-managed property, the system which was inherited by the Montreal authorities was modern, efficient and in prime physical condition. In fact, new loops and terminal facilities for rail services had been added late in the 1940s in the expectation that rail service, as in Toronto, would continue indefinitely. In 1950, the MTCO operated a rail network comprised of 260 track miles served by 932 active passenger cars and well over 100 pieces of service and work equipment.

Nonetheless, in line with popular sentiment at the time, the newly-formed Commission announced a public policy of replacement of streetcars by busses, a project which was expected to take about ten years. In fact, the rail network was replaced in less than eight years. The transit authority, then headed by Arthur Duperron as chairman and general manager (he had been general manager for the Montreal Tramways Company), was not unmindful of the important role which the rail system had played in the development of Montreal. The removal of cars from St. Catherine Street--the axis of the midtown commercial and retail area--in 1956, was the occasion for a parade of historical vehicles witnessed by an estimated 200,000 Montrealers. The final runs on August 30, 1959, along the east-end PAPINEAU and ROSEMONT routes (the adjacent DELORIMIER route was not covered), was marked by an even more lavish procession watched by about a quarter of a million people. This pageant included thirteen streetcars representing progressive stages in rail-borne rolling stock development in Montreal. Other vehicles included an omnibus and sleigh from the horsecar era, each mounted on a highway float, three new autobusses (GM, Mack and Can-Car), and technical support in the form of two inspectors' radio automobiles and an emergency truck. Such a splendid display was made possible by the Commission's enlightened policy of preserving one passenger car from each of the major designs, for historical purposes, an effort which enjoyed the wholehearted endorsement and support of Chairman Duperron.

The procession left Mount Royal carhouse at about 2:00 PM, and returned to the same place at about 4:45 PM. The order and consist of the procession was as follows:

(1) MTC 1, (MSR 1905), open observation car; (2) MTC 2, (MSR 1906), open observation car; (3) MTC 2222 (CC&F 1929), DT closed passenger car, 2-man; (4) MTC 1959 (CC&F 1928), DT closed passenger car, 1-man; (5) MTC 1339 (Ottawa 1913), DT closed passenger car, 2-man; (6) MTC 1317 (Ottawa 1913), DT closed passenger car, 2-man; (7) MTC 997 (Ottawa 1911), DT closed passenger car, 2-man; (8) MTC 3 (MTCO 1924), open observation car; (9) MTC 200 (Brill 1919), ST Birney safety car, 1-man; (10) CRHA 8 (P&C, 1897), ST open-bench car, 2-man; (11) MTC 274 (Newburyport 1892), ST closed passenger car, 2-man; (12) MSR 350 "Rocket" (Brownell 1892), ST closed passenger car, 2-man; (13) MCPR 20 (Lariviere c1880), horse-drawn passenger sleigh; (14) MCPR 7 (Lariviere c1880), horse-drawn passenger omnibus; (15) MTC 3517 (St. Louis/CC&F 1944), DT PCC car, 1-man; (16) GM autobus; (17) Mack autobus; (18) Can-Car autobus (The author regrets that in his preoccupation with rail history, he failed to record the numbers and particulars of the busses.

All of the fifteen historical vehicles, with the exception of observation car No. 2 which is preserved at the Seashore trolley museum in Maine, were turned over to the Canadian Railroad Historical Association for preservation in 1963.

From Mount Royal Division, the procession proceeded west on Mount Royal Avenue, south on Papineau to Papineau Square (at Notre Dame Street), back north on Papineau, east on Blvd. Rosemont to the loop at 26th Avenue, back west on Rosemont, south on Papineau, east on Mount Royal to the car barn. The parade marked the actual transition from rails to rubber along its route. Up to the time of the parade, streetcars on routes 45 PAPINEAU, 54 ROSEMONT and 12 DELORIMIER provided service. Following the parade, service was taken up by buses.

Pride of place in the procession was taken by MSR No. 350 "Rocket" which was the first electric car to operate in Montreal in 1892. All of the cars were staffed by veteran motormen, conductors, operators and bus drivers, most of whom had more than forty years' service. Curiously, the most senior man, Operator Desrosiers with 46 years' service, was in charge of the most modern car, PCC No. 3517.

The Commission's guests rode in the observation cars, but the Canadian Railroad Historical Association contingent rode in the CRHA's own open-bench car No. 8, which represented a type of car once numerous in Montreal but by then nonexistent. No. 8 had been but recently competely rebuilt under the direction of Robert R. Clark (now of the Edmonton Radial Railway Association) and it was hand-braked. Its full load of passengers gave its veteran motorman, A. Palardy, some misgivings about his ability to handle the car, especially on the hill on Papineau Avenue between Sherbrooke Street and Dorchester Blvd. Consequently, Bill McKeown (now of Osaka, Japan) and the author shared the front platform with the motorman and took turns operating the brake handle. As the parade was returning westward along Rosemont Boulevard, it was besieged by a heavy summer rain squall which punctuated an otherwise-pleasant Montreal summer's day. The return to Mount Royal car barn was through an ornamental arch which had been erected in adjoining Franchere Street, whose doors, when closed ceremonially at the end of the procession, read, in French and in English, "The End of an Era". As Car No. 8 passed through the arch with its platform crew of three "soaked to the skin", one of the CRHA's invited US visitors called out, "Cheer up, Omer, it's the end of the era of wooden cars and iron men!"

It was, indeed.

Short Hauls

by Bruce Chapman

- CP wants to abandon passes for its employees on VIA trains.
- CN has approval to remove the agencies at Rainy River, Ont., Emerson and Rivers, Man., and Canora, Sask. The railway may remove the stations at Rainy River and Emerson, but Canora and Rivers must be retained until suitable shelters are erected.
- The RTC has filed notice to determine whether a hearing is required into the abandonment of CN's Inverness Sub. between Port Hastings Jct., Nova Scotia, Mile 9 and Inverness Mile 55.64. No shipments have gone over the line since coal traffic was switched to trucks last November.
- CN has been authorized to abandon its Middleton Sub. in Nova Scotia, between Bridgewater Jct., Mile 0, and Bridgetown, Mile 66.84. The 1982 loss was \$147, 139; the last train ran Aug. 11, 1982.
- Approval has been given to CN to remove the agencies at Smithers, Terrace, Endako and McBride, B.C. The buildings will be removed, except at Terrace.
- A hearing took place on July 4 in Oromocto, N.B. regarding CN's application to abandon the Oromocto Sub. between Westfield Beach, Mile 0, and Camp Gagetown, Mile 55.40; 1982 loss was \$382,877.
- ONR has leased ex-VIA, ex-CP stainless steel diner Acadian for service on the POLAR BEAR EXPRESS.
- The RTC has filed notice to determine whether a hearing is required into the abandonment of the Fergus Sub. (CN) between Lynden Jct., Ont. Mile 1.8 and Galt, Mile 13.88; no traffic has passed over the line for five years; also, the St. Raymond Sub. between Jacksons, Quebec Mile 36.5 and Riviere et Pierre, Mile 55.57, also no business since 1979; likewise CN's Dunnville Sub. between Fort Erie, Ont. Mile 2.0 and Port Colborne (Nickel) Mile 17.6 and Macey (Mile 20.9) to Caledonia Mile 58.28.
- CP will cease overhauls of assigned cabooses after Dec. 31, 1984.
- CP has bought Elgin, Joliet and Eastern scale test car No. 1 and renumbered it 420932.
- The 20th Century Railroad Club, Milwaukee, has bought VIA, ex-CN coach 5215 and diner 1342.



- A direct connection to King Station mezzanine will be constructed in connection with the proposed Scotia Plaza development in the King-Bay-Adelaide-Yonge block, the central feature of which will be a 68-storey office tower. The developer and the TTC have already come to a general understanding on the connection, upon which construction will start in late 1985. As part of the work, the station mezzanine will be enlarged.
- The TTC has advertised for proposals from developers for the air rights over the Yonge-Bloor Subway Station. It is not known at this stage whether or not any reconstruction or enlargement of the station itself will form part of the development.
- An advertisement was recently placed for proposals to lease the air rights over the open cut section of the Yonge Subway between Crescent Rd. and Price St. This matter may involve some difficulty, as the subway right-of-way in this area is zoned for single family dwellings only, which are not likely to be constructed on a deck over a subway.

WP&Y

WHITE PASS & YUKON UPDATE, JUNE 21-22, 1984 by Don McQueen

The embargoed narrow gauge does show signs of the extended shutdown. Weeds and young trees have begun to grow in the right-of-way, and near Whitehorse, Y.T. rock and clay debris from the unstable bluffs along the Yukon River have built up over the railhead.

No motive power or maintenance-of-way machinery is stored outdoors. Most equipment is stored at Skagway, although two or three locomotives are reported to be at Whitehorse. What is outside is practically all of the rolling stock fleet--both freight and passenger. At Whitehorse (June 21), the engine shed was boarded up and the doors barricaded with two 20' red CTL containers. About 25 COFC flats in the 300, 400, 1000, 1100 number series are in the station, engine and transfer yard sidings--some still with containers in place. Other containers have been made into a wall separating the container terminal from the rail yard, for there is still some truck container activity. White Pass fuel trucks are busy also, as well as the White Pass bus fleet. Depressed centre car 1200 and green box baggage 742 are the only non-flat rolling stock in Whitehorse, although at the station, on a very low key display, was combine (with cupola) 211.

Near McRae there were a few gondola containers, but nothing at Carcross except the 2-4-OT 'Duchess'. However, Carcross has replaced Lake Bennett (again) as the location for the tourists' Sourdough Lunch, which is served to the busloads of travellers in the WP&Y warehouse. Bennett is now inaccessible unless you hike in to see the rotary and caboose on display, and the displayed 'Duchess' was really in need of some cosmetic repair.

At Skagway (June 22) much more equipment can be seen, especially at the shops and pier. At the shops wood van 911 (green and yellow), steel van 903 (blue, white and orange) and steel van 901 (blue and white twin stripes) represent the caboose fleet. Depressed centre flats 1201 and 1202 and a dozen or so COFC flats in the 300, 400, 1000, 1100 series are in the yard. Green box-baggage 708 and box 712, 730, and 754 serving as cabins are there also. The truckless boxes are still in the red with yellow lettering and logo "Gateway to the Yukon". Also present are the former East Broad Top triple hoppers 670-683, as is an ex-D&RGW (?) bottom dump gondola, 664. Only four tank cars remain outdoors, namely ex-D&RGW cars 10, 27, 53 and 57, but none of the newer tanks in the 70 series. In fact, tank 57 had been mounted on flat 1165 just before the shutdown. Burned DL535A's 102 and 105 (from the roundhouse fire of Oct. 1969) are still in the back end of the yard, although only frames and body shells remain, whereas GE 84T Shovel Nose 96 sits behind the diesel shop on its own trucks. All three locomotives are in the yellow and green paint scheme. Cupola coaches 214 and 216 are the only passenger cars in the shop area: the remaining fleet is stored in the south yard lead to the piers. Despite the long storage, only two or three windows were observed broken. All 31 parlor cars which have been in service during the past decade were stored at this location. These are 209, and even-numbered 218-226; 234-244; 248; 252-260; 264-288. Names for the cars can be found in the Railway Passenger Car Annual. The only change to this list was 'freshly' painted coach 209; it had lost its cupola (to be found behind the diesel shop) but acquired the name LAKE PORTAGE during its rebuild.

Display steamer 2-6-0 52 is in bad physical shape downtown, whereas 2-8-2 195 has been freshly painted in an all black scheme, a change from the green and black scheme of a few years ago. On the docks were four more bottom dump gons, 661-663 and 665, and 30+ units of the ore concentrate side dump container flats in the 300 and 400 series.

In the meantime Cypress-Anvil wants to use the Whitehorse-Skagway highway to truck concentrate all year round, but Alaska refuses to agree. The other alternative is the WP&Y, so both the economy and politics--not tourists--will be the deciding factor in whether or not the White Pass will soon run again.

CASO

LATEST IN THE CANADA SOUTHERN HEARING--Meeting in London, Ont. on July 31, the CTC hearing panel, consisting of Chairman David Jones and Commission Senior Counsel Keith Thompson, was visibly dissatisfied with CN-CP representations about job security for Canadian Conrail employees. The Chairman told the audience that he views the necessity for this question to be answered as a major factor in the Commission's ultimate decision as to whether the Canadian railways will be granted leave to purchase the CASO line. St. Thomas lawyer William Johnson, acting on behalf of the Canada Southern Railway Employees' Association, told the press that his belief is that CN and CP "only want the tunnel (Detroit) and the bridge (Niagara Falls)" and that the railways offer nothing that will make jobs secure. (They had presented a revised proposal before the hearing on July 31 with what Mr. Johnson called "a few cosmetic changes", such as making VIA Rail passes available to the CASO employees if they come under the wing of CN or CP). What the Association is seeking is to have current seniority completely dovetailed with that of present employees of the Canadian railways.

CN Great Lakes Region VP George Van de Water told the hearing that, in view of the relatively small number of employees (214), it would not cost the railways much to give them everything they want monetarily, but the CASO employees would have to share the risks of layoffs in the event of an economic recession such as occurred in 1982, a principle which he believes that

the employees' association does not want to follow. CP Rail's VP of Industrial Relations, Robert Colosimo, said that his company would treat the employees taken over equally with those in any other part of the country. The Commission panel went on to press CN-CP officials to demonstrate how they plan to make the central (Fargo-Hewitt) portion of the Conrail line profitable so that operations could continue. CN Market Development Officer Robert Condie of Toronto said in reply that only time will tell if more traffic can be generated. He expressed the opinion that it would not take much more traffic to make the line profitable, and that one way would be to divert traffic now on U.S. lines along the shorter Canadian route.

On August 2 Albert Atwell took the stand and told the hearing that he had closed down a profitable piggyback business (Intermodal Systems, Inc., operating Detroit-Los Angeles) in order to concentrate on buying Conrail's Canadian assets. It has cost him \$2 million of his own money and put him \$3 million in debt. Erie Express Holding Corp. is now basically under the control of a group of St. Thomas businessmen who have wrested it from Mr. Atwell's control by investing \$400,000 in it and promising to pay his debts if EEHC can strike a successful purchase from Conrail. The Erie Express plans are for a novel form of piggyback operation, transporting truck cabs as well as trailers between Detroit and Buffalo while the drivers rest in coaches on the train and eat meals in a dining car. With the trucks on a train, they could be bonded and save time going through Customs at each end of the run. Hearing Chairman David Jones asked Mr. Atwell about hazardous shipments, such as propane or butane, via piggyback. The latter replied that the matter would require study, but that it would be safer to have propane trucks aboard a train than on a highway.

As the hearing progressed on August 6, John Ingram, a U.S. railway man with 39 years' experience and a witness for Erie Express, brought to the stand by the company's lawyer, David Little testified that EEHC employment could surpass 500 within five years of its taking control of the Canada Southern. He said further that 106 out of 279 Canadian employees of Conrail (the disparity with the earlier quoted figure of 214 was not explained) are over 57 years of age and eligible to retire in five years, so that many new jobs would be available on the system. He opined that good management for the short line railroad would not be difficult to find, and said that "if I set up employment processing at this table (at the hearing), two or three persons in this room would likely apply."

Chessie System was also represented at the hearing, although the position which it is taking in the matter is rather obscure on the basis of the press reports. John Acken, Director of Plant Rationalization for the C&O, based in Baltimore, told the hearing that "our fervent concern is that there will be a rationalization with rail service ending up in the hands of two carriers", a statement which does not make it clear whether Chessie wants to be one of the two carriers. Lawyer William Johnson said that the CASO employees are concerned that "rationalization" (presumably abandonment of the C&O line in Ontario, or at least discontinuance of through service over it) would decrease competition and be restrictive of trade. He told the hearing that his information was that Chessie has offered its Canadian properties for sale as an entity or in part. Witness Acken, when asked if the C&O and CP Rail had held discussions relative to the latter carrier obtaining trackage rights into Sarnia, said simply that "There are no discussions going on today". He said that Chessie does not compete with CN and CP for local freight traffic in Ontario, but works with the Canadian railways as a "friendly connection".

--from London Free Press reports via Mike Lindsay

FURTHER NOTES FROM THE HEARING--The City of Chatham has reversed its previous opposition to the CN-CP takeover of the Canada Southern, following the railways' agreement to pay for a grade separation on Park Ave. East; the City's lawyer was instructed to withdraw the letter of opposition which was filed with the hearing panel...CN has already purchased a 50-acre property on the north-east side of Whitehall St. and Park Ave. in Chatham, which it intends to use to make a connection between its London-Windsor line and the CASO line...A consultant hired by Stroh said that if the company acquired the Conrail assets, part of the Windsor yard would be offered to CN; the latter says in rebuttal that it will not move its tracks from the Windsor waterfront if Stroh or any other rival bidder gets the line...The enlargement of the Detroit River Tunnel would, under Erie Express plans, cost \$13.7 million to enlarge both sides by removing concrete from the tunnel floor; the Stroh proposal would involve an outlay of \$30 million, enlarging only one side of the tunnel by stripping concrete from the top...CN VP George Van de Water told the hearing that an agreement with the Chessie System whereunder the latter would act as a short line hauler on the Canada Southern is the "key to survival" of the central section of the line...An engineering report submitted to the CTC by a subsidiary of the Bechtel Corp. of San Francisco says that "there has been a long history of living off previous maintenance" on the Canada Southern, and that upkeep since 1978 has been limited to that which is barely necessary to keep the line open; the westbound track between St. Thomas and Essex has been relegated to a long siding and is heavily weed covered; the Kettle Creek bridge near St. Thomas has a serious condition of rusting structural members...Ontario Hydro is interested in the CASO right-of-way between Hagersville and St. Thomas, if it is abandoned for railway purposes, for a 500 KV transmission line (Nanticoke-London); however, CN's Van de Water stated before the hearing panel that his railway has "had no discussions and has no thoughts of selling the CASO right-of-way to Hydro"...Chessie's John Acken testified that the number of Canadian employees on the C&O has dropped from 316 in 1982 to 245 in August, 1984...Albert Atwell told the hearing on Aug. 1 that 40 backers in Detroit have raised \$300,000 to enable him to launch a lawsuit against Stroh, who, he claims, stole outright his operating plan for the Conrail properties...Stroh, together with its Canadian partners, Penfund Management Ltd. and Crown Life Insurance, say that they will invest \$114.1 million U.S. in the Canada Southern, including matching the CN-CP bid of \$25.2 million for property purchase, \$30.7 million on Detroit River Tunnel expansion, \$43.4 million for track and bridge replacement, and \$14.8 million for equipment...Hearing Chairman David Jones has scheduled additional hearings, in Toronto, for Sept. 12-14 and 25-28.

--from London Free Press reports via Ted Wright, and Toronto press reports



MOTIVE POWER *section*

C&O/CHESSIE SYSTEM: CANADA DIVISION--Closure of the St. Thomas backshops, and the subsequent transfer of locomotive maintenance to Cumberland, Maryland on June 8th, 1984, have not only caused the layoff of 12 Canadian employees but also the 'retirement' of the entire "Canadian" motive power fleet. Presently stored serviceable on the east lead to Southwold Yard (in St. Thomas, Ont.) are two SW9's (5240 and 5242); one SW1 (8401); nine GP7's (5730-37, and partially cannibalized 5738); three EMD GP7's (5744, 5773 and 5781--all long term 'naturalized Canadian' Geeps)--15 units in total. All are painted in Chessie System blue, yellow and vermillion. Replacing these units are Western Maryland (what else?) GP9 units of the 6400-6419 series. Not all of the complete group has yet been reported by railfans, but early summer sightings include 6400, 6402, 6404, 6408, 6410, 6413, 6417 and 6419. All are chop-nosed with a single piece window, and all except 6404 and 6410 are in Chessie colours, sublettered WM. 6404 and 6410 are still in red and white with the black speed lettering.

--Don McQueen

POWER NOTES BY BRUCE CHAPMAN

CP Rail--Chessie System units presently on lease: 3700, 3701, 3704, 3705, 3709, 3714, 3716, 3719, 3730, 3731, 3734, 3736, 3739, 4815, 7500.

Rebuildings--8634 to 1579, outshopped June 28 and assigned to Coquitlam (Vancouver); 8768 to 1819, released June 26; 8149 has entered Weston Shops for rebuilding to 1248...8759 left Angus as 1820 on July 6...8102 has been rebuilt to 1214 at Weston.

Transfers, Retirements, etc.--6564 is back in service at Thunder Bay; 7037, 7104, 7106 have been transferred from Moose Jaw, Sask. to Winnipeg.

--5639 has had its experimental elephant ears removed.

--Former VIA Rail E8 units 1898 and 1899, purchased back by CP Rail, were being scrapped as of July 14. The four 12-645BC engine blocks have been salvaged for further use and sent to Weston Shops for rebuild and installation in DS-12 units.

Miscellaneous--Business Car 81 has been set aside for CP Bygones.

--Stored at Glen Yard, Montreal, July 3: baggage cars 2767, 2729, 2740, 2711, 2733, 2734, 2424, 2732, plus Business Cars Wentworth and Laurentian. Observed at St. Luc Yard were 4237, 2714, 2778, and 2708.

--On July 18 100-ton steam wrecking crane 414325, built 1913, idler car 402109, built 1903, and water tender 415815, built 1906, were removed from service at Victoria, B.C. The equipment was sent to Ogden Shops for scrapping.

Other Motive Power Items--ONR TEE locomotives 1980-83, stored in North Bay since being replaced over four years ago by modified FP7A units 1984-87, have been scrapped.

--Western Co-Op Fertilizers, Calgary, has acquired Western Pacific SW9 602, Serial No. 16637, EMD May 1952. It is believed that MLW S3 6600 has been retired.

--Dow Chemicals, Fort Saskatchewan, Alta., has bought former SP S6 1237, ex-SP 1070, SN 81811, built Sept. 1956. It is expected to be renumbered 1004.

--The GE 25-tonner (no number) owned by Nelson Crushed Stone, Burlington, Ont., SN 30987, July 1951, has been moved to Nelson Aggregate Co., Oak Park, Paris, Ont.

--Dufferin Quarries, Hagersville, Ontario: their GE 50-tonner, 8462, has left the property.

--Cargill Grain, Thunder Bay, Ont. has purchased from Seaboard Coast Line SW8 14, SN 15953, built March 1952, nee Atlantic Coast Line 54.

--Canada Cement LaFarge, Montreal, has sold their S4 to a customer in Nevada.

--VIA RDC-4 9251 is stored serviceable at Pte. St. Charles Shops.

NEW VERMONT SHORT LINE--Newest of New England's short lines is the Twin State R.R., incorporated in the State of Vermont by the Lamont Valley R.R. Corp. (LVRC) to assume operation of the Maine Central Railroad's 28-mile former Mountain Subdivision from St. Johnsbury, Vt., to Whitefield, New Hampshire, interchanging with the Boston & Maine R.R. at the latter place. The Twin State, based in St. Johnsbury, will share management and equipment with its parent firm. Operating personnel will include two LVRC train crews, laid off in April, 1983 and two trackmen furloughed in November, 1983. A Maine Central trackman will be added to the Twin State staff and the MEC would maintain its agent at Gilman, Vt., location of the line's prime customer, Georgia-Pacific Corporation's large paper mill. LVRC management expected Interstate Commerce Commission approval to allow a Monday through Friday freight service to start June 25 with a 1400 departure from St. Johnsbury for Whitefield and return. Freight service would be run on Saturday as required. Twin State will receive \$300 for handling each load, but would have to pay Maine Central \$20,000 for the use of the line.

--Sandy Worthen

READERS'
EXCHANGE

• Don McQueen, 38 Lloyd Manor Cres., London, Ont. N6H 3Z3 wants to contact readers interested in Ontario Northland Railway rolling stock and/or maintenance-of-way equipment.

Port Stanley Terminal Rail news



WASHOUT FILLED--PSTR connected its rails with the continent's track system over the Canada Day weekend, following filling of the famous February 1976 washout at Union and the laying of track across it. Following the weekend's work, even though the rails were connected, there was still a bit of fill required and some ties did not have the rails spiked to them. Also, two paved

over road crossings remained at that time between Union and St. Thomas. PSTR employee Bob Weare, also a St. Thomas city fireman, took it as his personal mission to fill the washout. CN had estimated a quarter million dollar cost to repair the track and roadbed at this point, but the dedicated Mr. Weare and about 12 volunteers have since March of this year expended about 500 man hours, using 17 dump truck loads of gravel, new ties and heavy machinery, to eliminate the hole and restore the line. The cost?--estimated to be between \$2000 and \$3000! Repair of the line at the washout point involved a slight change in alignment of the track from the original position in order to avoid the worst part of the landfill problem. Mr. Weare admitted to tremendous satisfaction in completing the job and to looking forward to being a passenger on the first train across the washout area.

PARTIAL WEEKDAY OPERATION--PSTR increased its operating schedule at the beginning of July to include Wednesdays, Thursdays and Fridays, with runs leaving Port Stanley for Union (where the concrete waiting shelter carries a "Union Station" sign) at 2 p.m. and 4 p.m. The line, to July 8, had carried more than 4000 passengers since commencing operation in 1983, with 2800 of these having taken the ride since May, 1984. The adult round trip fare is \$3 for the approximately 50-minute ride.

ON TO ST. THOMAS--Port Stanley Terminal Rail workers as of mid-July were proceeding up the former L&PS line towards St. Thomas clearing weeds and replacing rotted ties. They were about three miles north of Port Stanley, with another 3½ miles to go to reach St. Thomas. The workers report that they found the line virtually invisible with eight years' unimpeded growth of weeds. Their hope, of course, is eventually to operate over the entire 6½ miles of line between Port Stanley and St. Thomas.

YARMOUTH TOWNSHIP CAUSING PROBLEMS--Discussions between PSTR officials and the Township of Yarmouth were proceeding during July after the Township Council had ordered a cessation of the excursion train operation. Yarmouth threatened court action to press its demands for an agreement covering fences, weed control (ironic in view of what CN had let happen), flagman protection at road crossings, and general maintenance of the railway. PSTR's Brad Jolliffe together with London lawyers Ramez Khawly and Richard Braiden informed the Council initially that it was their opinion that the existing agreement with Elgin County was sufficient. Notwithstanding the Township order, PSTR has continued to operate during the discussions. On July 25 Reeve Richard Haddow revealed to the press that PSTR and the Township of Yarmouth were only one step away from settling their differences, and maintained that he has no personal objection to the rail operation and wants to see it carried on successfully. St. Thomas Mayor Douglas Tarry, a firm supporter of PSTR, told the press that he "did not want to stick his nose into another municipality's business", but he nevertheless wanted to be involved in the dispute between the railway and the Township. Port Stanley Reeve Ray Lavereau says that he too is behind PSTR 100%, and cannot understand why the railway should have an agreement with Yarmouth when it already has one with Elgin County. Yarmouth's Reeve Haddow counters by saying that the Elgin agreement does not cover the matters about which the Township is concerned, and that "we have not asked for anything out of the ordinary". The County agreement already provides for a positive stop at County Road 21 (Warren Street) in Port Stanley, with trains to proceed only under flagman protection to road traffic. Yarmouth wants a similar arrangement for Concession Road 2, further north, and for other road crossings between Union and St. Thomas. PSTR is concerned that the agreement provisionally drawn by Yarmouth would place unilateral control in the hands of the Township Road Superintendent and Township Engineer to cancel the agreement within 14 days for alleged infractions and within six months for no stated reasons. This is unacceptable to the PSTR Directors, who have a lease agreement at nominal cost with CN, expiring May 1, 1988, and who have purchased the track and the Port Stanley station outright with their own funds. President Brad Jolliffe of the railway said that there have been no objections to PSTR operations from any area residents, and points out that Yarmouth had its chance to object to the operation at last year's Ontario Municipal Board hearing but did not exercise that opportunity. Lawyers Khawly and Braiden, who are allegedly railfans and are representing PSTR on a voluntary basis, say that the line might consider an agreement identical to that with Elgin County. If that is not enough for Yarmouth, the rail directors are prepared to fight the issue back at the OMB level.

--from London Free Press and St. Thomas Times-Journal reports via Ted Wright

--The CN Allandale, Ont. (recently Barrie) station has been boarded up. VIA and CN now are using a brick building to the north of the station; all train movements through Barrie on the Newmarket Sub. are under CTC; new signals have been installed replacing the station boards.

--Bruce Cole

--The railway trackage along Queen's Quay on Toronto's waterfront will be abandoned next year. A stub end operation into the Redpath Sugar plant east of Yonge St. will be retained, reached from the east. The tracks are jointly used by CN and CP; a CP switching move is often seen along the line on weekday mornings. Get those photos now!



UCRS and other events and activities

by Ed Campbell

--The UCRS fall meetings return to the Education Centre at the corner of College and McCaul Streets in Toronto. The doors will be open at 7:30 P.M. for a pre-meeting get-together on the 6th floor outside the auditorium, with the meeting to start at 8 P.M. sharp. The meetings are always interesting; come and bring a friend. You must have taken some interesting slides during the summer; be sure to bring some along for the Newscast featured right after the business portion of the meetings.

--The Society wishes to thank all of those who helped at the UCRS sales booth beside CNR 6213 at the Canadian National Exhibition--names will appear in the October issue.

Friday, Sept. 14--The Ontario Society of HO Model Engineers will meet in Rosedale Presbyterian Church, corner of Mt. Pleasant Rd. and South Dr., Toronto, at 7:30 P.M.

Friday, Sept. 21--The regular UCRS Toronto meeting will be held at 8 P.M. in the 6th floor auditorium at the Education Centre at College and McCaul Sts. Doors open at 7:30 P.M. for the usual pre-meeting get-together. The entertainment will consist of a slide show and commentary by Pete Jobe. Those who have attended previous slide presentations by him will know that Mr. Jobe is an outstanding rail photographer; his subject will be a recent trip to California, always a location for spectacular railroading.

Friday, Sept. 28--The regular UCRS Hamilton Chapter meeting in the CN station at 8 P.M. Featured will be members' 35mm slides. Why not take some of yours to Hamilton?--you will always be welcome.

Sunday, Sept. 30--The Ontario Electric Railway Historical Association will hold its "Fall Extravaganza Day" at its Halton County Radial Railway museum, which will feature the operation of many units in the collection. Come early to get the best light for your photos; have a picnic and ride the cars all day if you like.

Sunday, Sept. 30--The Lionel Collectors Association of Canada will hold a Toy Train Fair at Todmorden Mills Historical Park (site of the preserved CN-CP Don Station), off Pottery Rd., west of Broadview Ave., Toronto, from 12 Noon to 4 P.M. For further information, including table reservations, call (416) 728-5216 or 725-3943, or write P.O. Box 976, Oshawa, Ont. L1H 7N2.

Friday, Oct. 19--The regular Toronto UCRS meeting will be held at 8 P.M. in the Education Centre at College and McCaul Sts., with the 7:30 P.M. get-together outside the auditorium. The program will be Paul McWhinnie speaking on "A Tour Across Canada in 1912", on the CPR.

Advance Notice--There will be a Slide and Photo Sale or Swap Show presented by the Toronto Transportation Society on Saturday, Nov. 3, from 1 P.M. to 5 P.M., in the Lakeshore Community Centre at 2445 Lake Shore Blvd. West, Mimico. Admission \$1.00. Take the Long Branch (507) street car from Humber Loop. Dealers welcome.

Notes from Ottawa by J.M. Harry Dodsworth

--On Sunday, June 10th, I caught LRC Train 46 from Toronto to Ottawa. We left Brockville on time but immediately backed onto the CP tracks in the station. After a few minutes, an announcement was made that, owing to the instability of the newly ballasted track between Brockville and Smiths Falls, we couldn't proceed until the track had been examined. As a result of this delay and the detour via Carleton Place, the train arrived in Ottawa 75 minutes late.

--VIA strengthened the consists of trains leaving Ottawa on Sunday, June 17th to cater for departing Liberal delegates; unfortunately, everything went wrong. LRC Train 33 from Montreal due in at 1410 broke down at Dorval. The passengers arrived at 1725 on Train 35 (itself 30 minutes late), and the train at 1830. Train 36 for Montreal was delayed 30 minutes until 1730 while Train 45 to Toronto (made up of the LRC stock of Train 33) left at 1900 instead of 1625. This meant that the connection with Train 55 to serve Lake Ontario stations was missed and undoubtedly caused an after midnight arrival in Toronto. But worse was to follow. On Thursday, June 21, LRC Train 46 was diverted into a lumber yard in Nepean after a padlock and switch had allegedly been tampered with by a 17-year old. The train collided with three flatcars of lumber; the train sustained nearly \$2 million worth of damage and many passengers were slightly injured. This has raised misgivings about the proposed high speed service between Brockville and Ottawa. The projected schedule of 67 minutes for 68 miles, including a station stop at Smiths Falls, looks extremely tight. Area municipalities had already complained about high speed trains using grade crossings and had requested better crossing protection and several underpasses. The fact that safety at switches was dependent on a \$20 padlock was also disturbing. As a result, the CTC has imposed a speed limit of 70 MPH rather than the 95 MPH that VIA was proposing to travel, until the signalling has been reviewed. This will delay the start of the high speed service indefinitely. It is a pity that this squabble between two government agencies could not have been settled before VIA had spent \$38 million on track improvements.

--My friend Betty travelled from Toronto to Montreal on RAPIDO Train 62 on June 29th. Her trip report: "Quite comfortable, lunch just adequate, it was so nice that the train stopped while we ate lunch but we were a bit late arriving!"

--The overnight service between Toronto and Ottawa has had an extension until the CTC considers

a train-off application in September. 'E' series sleepers have been used for several months.
 --The CTC has ordered CP to keep the St. Jerome to Mont Laurier line open with the aid of a government grant.
 --CP has proposed closing the Rigaud to Ottawa line. This is at an early stage.



METRO RAIL TUNNELS--MUCH ADO ABOUT NOTHING--A report by Construction Technology Laboratories of Skokie, Illinois, consultants to the U.S. Dept. of Transportation, has generally defused the tunnel "scare"--the claim as made by certain State officials that there are serious defects in the tunnel structure of the NFTA Metrorail line. Strangely, the report indicates that its greatest concern is that there could be future problems with the downtown surface portion of the line because of alleged "shoddy" workmanship by Buffalo Sewer Authority contractors in relocating a sewer line. The threat is subsidence of the heavy track foundation as soil beneath it compacts, particularly from the weight of the transit cars. The report calls for extensive tests of the surface section to determine how to prevent future damage. There were two small areas of the tunnel liner surface, said to represent less than 0.1% of the total, where liner thickness was found to be less than eight inches. In most areas the liner thickness exceeds the 12-inch specification, and where between 8 and 12 inches, the strength of the liner is reportedly not significantly affected...NFTA scheduled two public meetings to be held between September 2 and 4, one in Amherst and one in Tonawanda, for discussion of LRT extensions, with the bulk of the meeting time to be devoted to public comment. The Bailey, Millersport and Tonawanda routes were to be explained in detail. The Authority had long planned to pursue simultaneous extensions to Amherst and the Tonawandas, but fiscal considerations have precluded this. NFTA has maintained that public opinion will be the overriding factor in the final choice of the line to be first constructed. Daniel Hoyt, Manager of Engineering for the Authority, said that he views the two public meetings as a milestone in the selection process.

NRHS BUFFALO CHAPTER INVITES YOUR MEMBERSHIP--Interested in Niagara Frontier and upstate New York Railroading? Then membership in the Buffalo Chapter of the National Railway Historical Society is just the ticket. The Chapter's Newsletter, the EMPIRE STATE EXPRESS, contains news of rail happenings in the Niagara Frontier area; Buffalo's new rapid transit line, and historical articles of railway and trolley interest. Photos are featured in the EXPRESS. Chapter membership may be combined with National membership, which includes the NRHS BULLETIN, a superb glossy paper magazine, well illustrated, containing a wide variety of historical and contemporary articles and photos. The Chapter operates a number of enjoyable trips each year, of which you will receive notice.

Subscriptions to the EMPIRE STATE EXPRESS are only \$7.50; Chapter and National dues are \$19; both amounts are in U.S. funds. Send memberships and subscriptions to Richard Olday, Membership Secretary, Buffalo Chapter, NRHS, 100 Harvey Dr., Lancaster, N.Y. 14086. Money orders should be payable to Buffalo Chapter, NRHS.

LATE ITEM: The last CP Rail train to originate in Orangeville, Ont. was scheduled to operate on Sept. 15, leaving at 0830. All trains serving the territory will henceforth operate from Toronto.

--Ralph Beaumont

Acknowledgement: Photograph prints used with the Montreal streetcar abandonment story provided courtesy of Canadian Pacific Limited.

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