



Newsletter

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The Streetcars at Fort Edmonton

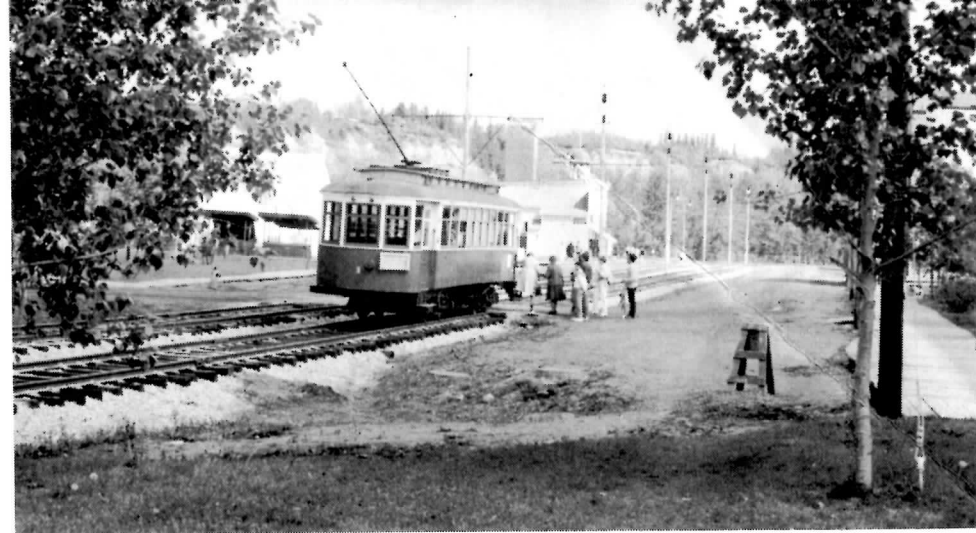


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



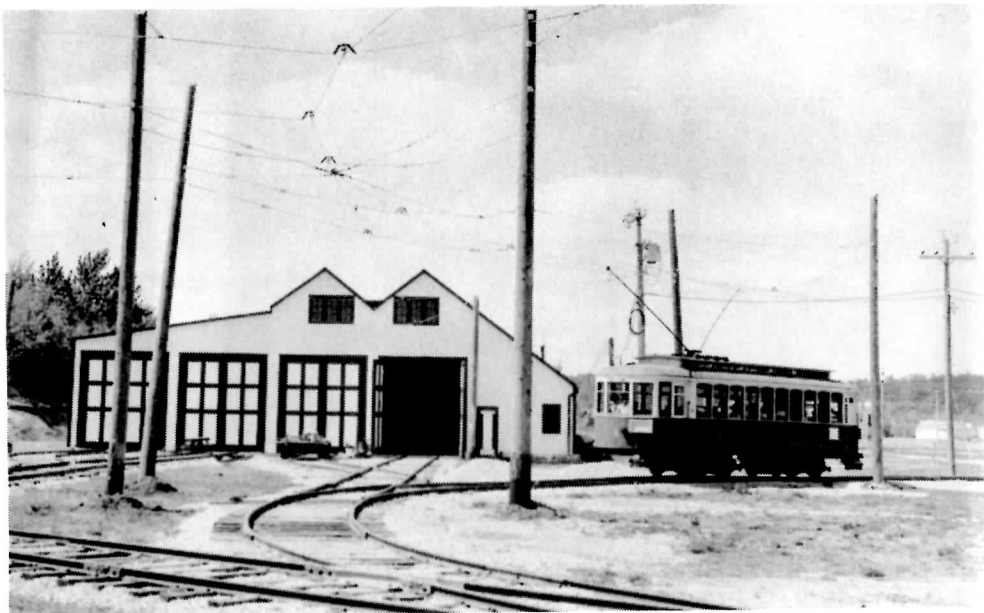
ETS 1, about to round a corner at Fort Edmonton. Note the vintage street-scape and the arc lights atop the centre poles.

--High Iron Photos



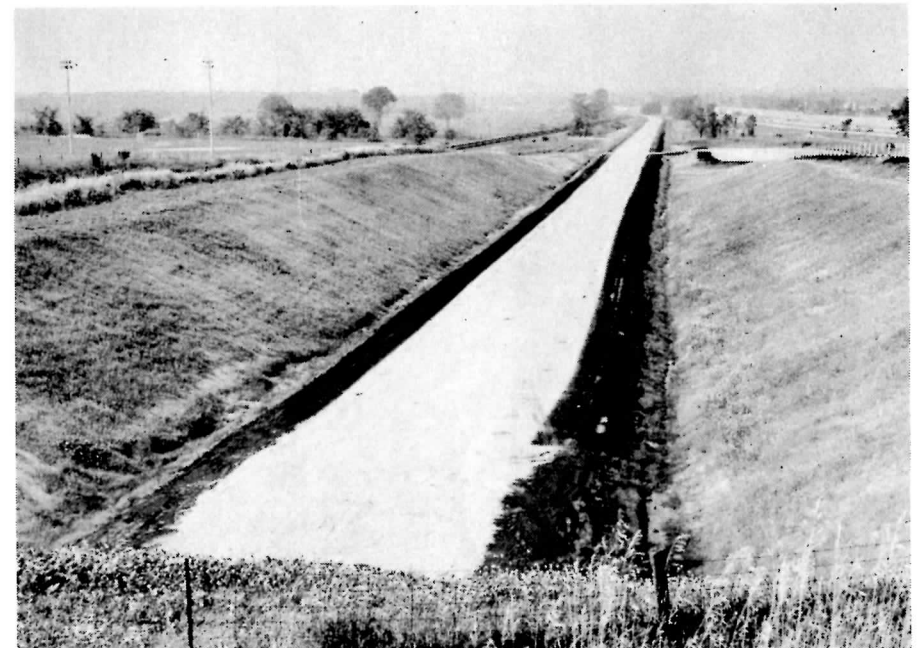
Passengers board ETS 1 at Fort Edmonton Park in this July, 1984 scene. The cliffs of the river valley in which the museum is located may be seen in the background.

--Colin Hatcher



ETS 1 heads into service from the carhouse at Fort Edmonton.

--Colin Hatcher



The GO Transit (originally to be GO-ALRT) right-of-way, looking west from Henry St., Whitby, Sept. 20, 1985. At left is CN's Kingston Sub., at right Highway 401. Some three miles of the roadbed between here and Church St., Pickering has been completed.

--John D. Thompson

the GO TRANSIT future

Now that GO-ALRT has come and gone, there is much interest in what strategy has replaced it for handling the great increase in GO Transit rail traffic that is projected for the future. The Lakeshore service, originally projected to carry 15,000 passengers a day, now carries some 45,000, and anticipated population growth in its corridor plus full service extensions at both ends produce a projected volume of 230,000 riders by 2020.

Will this mean electrification? Tom Henry, GO Transit spokesman, told the UCRS Toronto Dec. 20 meeting audience that, while putting up overhead is not necessarily totally ruled out as a longterm undertaking, GO is very mindful of the extremely high capital cost, not the smallest element of which would be the raising of the basic overhead clearance along the CN Kingston and Oakville Subs. from the prevailing 22 feet to the necessary 26 feet. The Federal Government continues to treat with total disdain the suggestion that it should contribute anything to commuter rail upgrading costs. Nevertheless, GO Transit is now committed to continued expansion of "heavy rail", i.e., extended operation on CN and CP trackage with diesel locomotive hauled bilevel trains, for the indefinite future. GO-ALRT was terminated just at the point where the work already performed on the 9-mile Pickering-Whitby section could still be salvaged in its entirety to function as a GO Transit owned rail line used by conventional bilevel trains east of Pickering, with an extension beyond Whitby to Oshawa. (Cancellation of GO-ALRT, as announced by then Minister of Transport George McCague, came just as the contract was about to be let for the bridge to take GO-ALRT over Highway 401 at Whitby.)

The target for the East Lakeshore is now to open a full service extension from Pickering to Whitby in 1988 with stations at Ajax and Brock St., Whitby. While Oshawa is the ultimate destination, a Whitby-Oshawa alignment has yet to be selected, and a date for the opening of that final link cannot be given.

On the west end, the general plan is to upgrade in phases west of Oakville to Burlington, with full service to the latter point expected to be achieved in the early 1990s. A third train west of Oakville in each weekday rush hour period (in addition to the two present Hamilton trains) will operate Union to Burlington commencing in the spring of this year. A full service extension from Burlington to Hamilton (so near and yet so far!) is however increasingly seen as problematic. The difficult topography through the Bayview Jct. area would involve such high construction costs, even to add a third track on the CN line, that full rail service, regrettably, may never reach Hamilton. Other line studies are in progress, including Georgetown (fuller service to the Toronto Airport), and a study of the Richmond Hill (Bala Sub.) line, recognizing its potential to act as a relief facility for the TTC Yonge Street Subway. What might come out of these studies, if anything, cannot be predicted at this time.

On the equipment front, GO Transit's original locomotives, GP40TC's 500-507 (formerly 600-607 and 9800-9807) are nearing the end of their useful life, and are not felt to be worthy of major rebuilding. The operator is thus looking to acquire between eight and 17 new units by 1988, likely DDGM Model F60, or possibly an F59 model. To enable the new units to operate with quieter head end power than the GP40TCs, GO Transit is working with GM on a static inverter, which would permit the units to idle in the 3rd, rather than the 7th, notch. The electrical load drawn by the train would be monitored and the HEP system would notch itself up accordingly. GM is to get proposals from Canadian companies on the necessary equipment. Pending the new order, one present GO Transit unit is to be rebuilt with a static inverter for test purposes. The new F60s would cost in excess of \$2 million apiece. If F59s are chosen instead, they would be in effect an improved version of the GP40TC, upgraded to 1988 standards. Only 2600 HP is produced by the present version, and GO Transit would want 3000 HP out of upgraded 149 engines.

Also planned are between 40 and 63 more bilevel cars to add to the present 151-unit fleet. It is hoped to order the cars within the next few months. There is at present an equipment shortage, with a tight maintenance pool of 10 bilevels; 33 single level cars are still operated, including three cab cars.

--The question posed at the bottom of page 17 of the November 1985 NEWSLETTER and responded to by Ralph Beaumont on page 7 of the December issue, has been elaborated on by Rick Mannen of Lynden, Ontario:

"Here is a response to the query about CN Rail ore cars moving through Southwestern Ontario. CN loads these cars with slag ballast from Hamilton to Paris, Ont. or, more precisely, the old Paris Junction area. This ballast is stockpiled there and transhipped in work service hoppers to the required sites. CN also has a land fill site at Paris, where various wood scraps and other materials are dumped.

Paris Junction, Mile 30.9, Dundas Sub., once was a location separate and distinct from Paris itself (Mile 32.6, Dundas Sub.), and both places had stations. The former Buffalo, Brantford and Goderich Ry. crossed the original line of the Great Western Ry. Co. of Canada at grade at Paris Junction. Now, it is no longer truly a "junction", as the centre portion of the old CN Drumbo Sub. to Stratford (the former BB&G line) has been lifted within the last couple of years, while the Paris Junction-St. George section of the old main line went out of service in the early 1930s. Until the end of steam, CN had a large coaling tower on this site, as well as watering facilities, while today the sidings are used to store worktrain equipment."

Thank you, Rick, for this information.

--Sandy Worthen



NEWSLETTER

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IS CANADIAN RAIL PASSENGER SERVICE IN DANGER?

There are two items that should be of interest to anyone concerned with rail passenger services in Canada.

The first is the financial setback of Transport 2000 Canada, the only independent consumer group seeking a balanced system of public transport at minimal taxpayer cost. This group is the only such organization that seems to understand that the train has a vital role to play in moving people in Canada. The problem is financial and the Board of Directors of Transport 2000 will no doubt be investigating certain aspects of this, although a major problem has been the failure of the transport industry to provide a financial foundation for T2000 operations. If the organization is to survive long enough to rebuild itself, donations are urgently required. Donations of \$10 or more are entitled to an income tax receipt and should be sent to Transport 2000 Canada, Box 858, Stn. B, Ottawa, Ont. K1P 5P9.

The second problem involves present and apparent future plans by the federal government for rail passenger service. If rumours coming from Ottawa are even close to the truth, VIA will be a hollow shell of itself in a very few years, even in the Quebec City-Windsor corridor.

The locomotive order already approved for VIA is significantly less than that recommended by the government's own Passenger Action Force. The passenger car orders are slated to be similarly short of real needs. Cost recovery expectations for both long distance and corridor trains are unrealistic to the point that train travel in Canada may well become impossible for most people most of the time. Apparently, thinking in Ottawa is stuck on the premise that only rail travel is subsidized while air and road pays for itself. A few moments of thought on that particular idea will convince any taxpayer of Ottawa's foolishness.

Those who wish to express themselves on the topic should write to: (a) the editor of their local newspaper; (b) their Member of Parliament (Government or Opposition); The Honourable Don Mazankowski, Minister of Transport; The Right Honourable Brian Mulroney, Prime Minister. Letters to all of those listed under (b) may be addressed to the House of Commons, Ottawa, Ontario K1A 0A6, and do not require postage within Canada.

--Dale Wilson

--Unfortunately, the Canadian Passenger Rail Speed article in the last issue contained a few glitches, and we hasten to add that they were not the fault of the author, Richard Carroll. The Montreal-Sherbrooke and Montreal-Quebec City lines should read:

Route	Current Best Time	Best Ever (First Year)	Current Best Bus
Montreal-Sherbrooke	2-10	1-59 (1965)	2-00
Montreal-Quebec City	3-05 (7)	(8)2-59 (1966)	2-50

Also, Note (A) refers to the Toronto-Peterborough "Current Best Time" column listing. Readers are requested to make the above corrections to the original December issue article. The best way in which to do this would be to paste in photocopy overlays made from the above.

--CP Rail has acquired options to purchase the property required for a proposed 400 acre TOFC yard near Kleinburg, northwest of Metropolitan Toronto, and apparently no expropriation will be necessary. The \$25 million facility will relieve the cramped Etobicoke operation. Six other sites in the Toronto area had been investigated, but CP says that the Kleinburg site is the only suitable one; as is usual with rail projects of this magnitude, there is surrounding resident resistance, and the Town of Vaughan Council has already gone on record as opposing the yard. A CP spokesman told the press that a buffer zone would be established around the yard and that low intensity lighting systems have been investigated.

-- Denis Taylor

COVER:

Edmonton Transit System 1 in operation at the streetcar museum at Fort Edmonton Park.

--Colin Hatcher

Correspondence

I wonder if it would be possible to have more information included in the NEWSLETTER for railfan photographers. By this I mean more information as to locations where railfanning is convenient and worthwhile. This could include instructions on how to drive to railyards, junctions, etc. For instance, I live in Collingwood and am not familiar with how to drive to CP's Agincourt Yard or to the TH&B yards in Hamilton. Rail lines are often not included on road maps and if they are, yards are shown in very rudimentary form.

Perhaps some members could be encouraged to write brief articles describing their favourite railfanning location. This could include instructions on how to drive to those location(s), where to be positioned for the best picture possibilities, and possibly include the approximate times when regularly scheduled freight and passenger trains (if such times exist) pass through this point.

A typical example follows: For anyone visiting Portage la Prairie, Manitoba and wanting to see main line action, take 13th St. north from 1A (turn at the Kentucky Fried Chicken store) to the tracks. This will put you at the diamonds where the CN and CP mainlines cross plus the CN line to Gladstone. From here you can also see the CP line going to Minnedosa. All lines run roughly east-west so the sun is at your back all day for taking pictures. We saw 18 trains at this location in about seven hours which must make it one of the best locations in Canada for volume if nothing else.

--Larry D. Morrill, Collingwood, Ont.

(Editor's Note--an excellent idea. Members are herewith encouraged to submit similar short pieces, with maps and/or photos if possible, telling other members how to get to good train watching spots and what, in general, they may expect to see there as well as suggestions for the best photo locations. The pages of the NEWSLETTER are declared open to all such contributions).

Dear Mr. Westland:

The school whose name I could not make out (Wenthe Railway Correspondence School, Freeport, Ill.--Ed.), mentioned on the back page of the Nov. 1985 NEWSLETTER, wasn't really so unusual. I have seen such advertisements in magazines of long ago. International Correspondence Schools of Scranton, Pa. was among those that offered a course in how to become a motorman. Their books were very good for explaining the operation of control systems and air brakes. More what a shopman should know than what is of real use to a "gong stomper", and today they are very good for the enthusiast who wants to know more about the earliest of electric railway technicalities. Maybe that should be mentioned in the NEWSLETTER--that at least one school's textbooks were very good explanations of the operation of street and interurban car equipment. They may still be found in big public libraries. I read them in the Kansas City, Missouri library around 1940. Who knows, maybe the Toronto library has them.

--Cliff Shirley,
Prairie Village, Kansas

Dear Editor: Re: 1201 at Calgary (NEWSLETTER 433):

For the small segment who desire absolute accuracy at all cost, the following points regarding my article could be noted: A. The parkade through which cars SANDPOINT and MICMAC were spotted in the morning is properly called the "Palliser Square Parkade". It is part of a complex of the Palliser Hotel, CP corporate offices, Palliser Square itself (composed of shops, clinics, a bank, offices, etc.); the VIA station, located in part of the basement, and finally the new OCO '88 Winter Olympics offices. CP donated space for the latter.

B. The VIA yard extends from a point just east of Palliser Square to a point just west of Gulf Canada Square.

C. The time change, from Mountain to Pacific Time, is not at Rogers Pass, but a few miles west of Golden, at the Glacier Park east gate, somewhere thereabouts. The term "Rogers Pass" here meant the general term.

--M.F. Jones, Calgary

WESTERN ONTARIO NOTES

by George W. Pearce

• In a recent news item in the Kitchener-Waterloo Record it was noted that the provincial government has announced that it has no intentions of developing bike/hiking paths on the former right-of-way of CN's Fergus Sub. from Fergus to Palmerston, nor the former CP Walkerton Sub. from Saugeen Jct. to Walkerton. This decision was made partly because of strong, organized opposition from farm owners and other land owners abutting the CN Fergus Sub. in the Alma area. Already, there have been problems experienced by these people because of snowmobiles, hunters, and other trespassers using the former right-of-way for a variety of reasons, some of which are not exactly legal. As it is highly doubtful that county or township governments would be willing to put forth the funds to make these former rail routes suitable for public activities, it would appear that, early in 1986, the real estate divisions of the rail companies will set evaluations on the lands, and sell them to adjacent landowners.

• Although CN couldn't get the rail and ties up from the Fergus Sub. fast enough, no effort has been made to remove same from the other closed lines in the area (Durham Spur, CP Elora Sub. between Elora and Fergus--closed since the early 1970s). The CP line from Fraxa through Arthur, Mount Forest to Teeswater is also closed now. Track remains in place, but road crossings have been covered over.

• We have a "new" steam locomotive in the area! Former Gulf Pulp and Paper No. 38, a Davenport 0-6-0 built in 1931, and kept at Quebec, is now on display at the northern end of Mount Forest beside Highway No. 6. Along with the engine is an ex-CN boxcar and ex-CN wooden caboose. The "train" is presently in unrestored condition and unfenced, but an Ontario Provincial Police detachment is located right across the road, and floodlights have been erected over the site, so vandalism may not be a problem.

THE CANADIAN effective June 1, 1985

by John A. Fleck

One of the many cutbacks which the previous Liberal government imposed on VIA in the Fall of 1981 was the elimination of THE CANADIAN between Montreal and Sudbury via Ottawa, Chalk River and North Bay. These centres lost their direct transcontinental train service for the first time since THE CANADIAN was inaugurated on April 24, 1955. After the cuts took place, the train ran on CN's Kingston Sub. to Toronto behind THE BONAVENTURE, No. 55, westbound, and THE LAKESHORE/CAPITOL No. 54/44 eastbound, Toronto to Montreal. Both the Skyline and Park dome cars ran to and from Montreal until about the middle of April, 1984; they provided the exciting experience of dome riding on the 90 MPH Kingston Sub. with its CTC and fascinating signal system. On one occasion, on No. 1/55, approaching the Oshawa interlocking, the signal showed red over flashing green over flashing green which is Limited to Limited as we crossed over at Oshawa and again at Oshawa West interlockings. When the dome cars ceased operating east of Toronto in April, 1984, the era of such cars in this territory, which began on Dec. 12, 1968 with the inauguration of the Turbo Trains on the Kingston Sub., had ended.

When the new Progressive Conservative government was swept into power on Sept. 4, 1984, hope began to appear on the horizon that the VIA services cut by the Liberals would be restored. Sure enough, the announcement came that THE CANADIAN would be reinstated through Ottawa, Chalk River and North Bay to Sudbury and be connected westbound and split eastbound with a Toronto section, effective June 1, 1985.

My Audit Branch sent me to Kenora, Ont. for the week of July 8, 1985. Because my wife and I were Principal Sponsors at a Filipino wedding on Sat., July 6, I had to make the supreme sacrifice and miss riding on THE CANADIAN all the way from Toronto to Kenora. However, I booked myself on a Nordair flight early Sunday morning, July 7, to Dryden, which stopped in Thunder Bay. This was the earliest flight of any airline on a Sunday morning to Thunder Bay, and it was due to arrive there at the same time as No. 1, THE CANADIAN. If No. 1 was on time at Thunder Bay, I would have flown on to Dryden and waited three hours and 25 minutes, from 11 a.m. to 2:25 p.m. Central Daylight Time for No. 1 as I would not have had time at Thunder Bay to get from the airport to the railway station. However, if No. 1 was significantly late before reaching Thunder Bay, I would get off the plane there. So I phoned VIA as soon as I got to the Toronto airport and they reported No. 1 two hours late; I therefore bought my plane ticket to Thunder Bay only.

Upon arrival at the old CP former Fort William station at Thunder Bay, I learned that No. 1 was three hours, 40 minutes late. Soon before it came, a westbound CP freight arrived at the fuelling facility at the north end of the station and a young CP railway woman attached a large metal sign to one of the rails, ahead of the freight. This train then backed up out of the station, the sign was removed, and No. 1 came in at 3:24 p.m., four hours and 19 minutes late. We left at 3:47 p.m., four hours and 27 minutes behind, with a 15-car consist and three 'F' units in a classic A-B-A lashup. As I was riding on a coach ticket to Kenora, I spent most of my time in the Skyline dome car. All of these cars that I saw during this trip have been turned around so that the stairs are at the front of the dome rather than at the rear. The front row of seats now faces backwards, so that one's forward view from the second row of seats may be partially blocked by people sitting in the front row.

A few miles out of Thunder Bay we crossed over to the south track at Dexter, the last CTC interlocking until Kenora. This double track line has left hand running and each track is signalled for running in one direction only. There were several slow orders, and new signal supports and empty Canada Wire cable drums appeared frequently along the right-of-way, as CP is converting the entire line from Thunder Bay to Winnipeg to CTC. At the time of this trip, work had been completed between Winnipeg and Kenora. No. 1 arrived at Kenora at 9:03 p.m., four hours and 52 minutes late.

After our usual week of hard work, my associate auditor, his family and I left Kenora for Winnipeg on Friday, July 12 as he was visiting relatives there. I had a roomette on No. 2 from Winnipeg back to Toronto the next morning. After a superb steak dinner at Hy's Steak Loft and a good sleep at the Carlton Inn, I went to the CN station on Main St. This was my first time to use this station as THE CANADIAN stopped at the CP Winnipeg station north of downtown during my transcontinental trip in August, 1964. Before its arrival, I walked south on Main St. to the Assiniboine River bridge to film No. 2, first crossing Main St. south of the river and then crossing the river itself just west of where it empties into the Red River. The train arrived at Winnipeg 33 minutes late, at 8:13 a.m., but the CP diner's air conditioning had failed and another diner (CP EMERALD) was put on there.

The CN Winnipeg station has a classic design with a concourse under the tracks and a trainshed like Toronto Union Station, but on a smaller scale. A newly installed escalator brought me up to the platform and the Park dome car was in the open, south of the trainshed.

The trouble with the diner's air conditioning caused us to leave Winnipeg at 11:06 a.m., two hours and 41 minutes late. A CN freight was passing by on one of the through tracks just east of the shed and we ran beside it, pulling out and rounding the sweeping curve from north to east to cross the Red River. At the eastern outskirts of Winnipeg we swung left off the CN main line to the CN Pine Falls Sub. at Beach Jct. and headed north to the main CP Keewatin Sub. The entire trackage from CN to CP has CTC, as does the Keewatin Sub. to Kenora. The CP line has new welded rail and ballast and, 92 miles west of Kenora, an unusual feature of this line has been removed. The westbound line formerly crossed over the eastbound on a bridge at this point, so that right hand running prevailed west of this location. Now that CTC has been installed, No. 1 track has to remain on the same side of No. 2 track at all times, so the crossover bridge was completely removed and only the approaching gradients can still be seen. The two tracks now just continue side by side with no crossing over.

At Thunder Bay I was told that VIA unit 6625 was not putting out full power and so a CP SD40, 5520, was put on the point. We left there at 11:09 p.m., four hours, 19 minutes late. The SD40 led the three VIA 'F' units to Sudbury, which we reached at 3:01 p.m., six hours, 11 minutes late. On one of the sidings to the left of the train and east of the station were VIA unit 6769 and combine 9300. Under the usual cloud of MLW smoke, the two units moved east out of the siding and then the road units did the work of separating the train into No. 2 for Montreal and No. 10 to Toronto. First, the two "E" sleepers ahead of the Park car were detached, then the Skyline dome and coach 3236. Then coach 3033 was picked up from another siding for Toronto. The two lead units for Montreal returned and No. 10 left ahead of No. 1, now with only one dome, SIBLEY PARK, at 4:13 p.m. At Britt we passed a long freight which had passed through Sudbury during the shunting. We passed No. 9 in the hole north of Parry Sound and then backed up south of town, from CP Dochmure to CN Boyne on the latter's Bala Sub. Here, work had started on the installation of a crossover switch in the other direction so that this backup move could be eliminated. Final arrival at Toronto Union Station was at 10:27 p.m., five hours, 47 minutes late.

Later in July, my office sent me to Ottawa for 1½ weeks and I had visions of riding No. 2 to Montreal and returning on No. 39 during my stay there. However, these plans were dashed by two factors: the fact that VIA has banned local traffic between Montreal and Ottawa completely from Nos. 1 and 2! This has never occurred before in the history of THE CANADIAN. Prior to the 1981 cuts, the trains did accept local passengers if space was available, which it was on two occasions in March, 1981 when I rode No. 1 to Ottawa. At that time the train left Montreal's Central Station at 8:30 p.m., and then backed up just east of Dorval to the CP line, using the very same connecting track which had been used by Pool Trains 6 and 15. Since the cuts, CP has downgraded its M&O Sub. between Vaudreuil-Dorion and Ottawa, as through freights went west to Smiths Falls and then north to connect with the transcontinental passenger line at Carleton Place. The restored CANADIAN now uses the CN Kingston Sub. to Coteau and the CN Alexandria Sub. to Ottawa, with speed limits of 90 MPH and 80 MPH respectively.

I was assigned to Thunder Bay in late September for one week, so on Saturday, Sept. 28 I rode the 11:17 a.m. GO train from Eglinton to Union Station. I was relieved to see No. 9's equipment already in the station when I arrived, as the new VIA coach yard in Mimico had opened just about one week before and I had heard horror stories of equipment arriving late into Union Station! With me perched in the front right seat of the Park dome, No. 9 left right on time at 12:55 p.m. I was glad that this ride was made possible for me as No. 9 no longer uses the Newmarket Sub. south of Snider, where it crosses the York Sub. After leaving Barrie I was expecting a meet with No. 10 before Orillia; however, it was nowhere to be seen. The swing bridge between Lakes Simcoe and Couchiching has distant semaphore signals protecting it, and we had a red board at Washago as a southbound CN freight was turning onto the Bala Sub. We entered this line at Washago, and at 4:22 p.m. we met No. 10 at MP 118 on the CTC equipped Bala Sub. It was about three hours, nine minutes late.

The fall colours began to appear around Parry Sound as we backed onto the CP line, the new crossover having not yet been completed. At Romford (Sudbury) I looked back on the CP line from Montreal and saw a headlight, which was that of No. 1. The dispatcher gave us a yellow over green and gave No. 1 a yellow over red at Romford, so we were cleared through the Moonlight Interlocking further on ahead of No. 1. Both sections arrived early at Sudbury and, as the road engines were past the west end of the station, CP yard engine 1594 did the honours of setting off coach 3030 and adding coach 3213, a Skyline dome and two "E" sleepers to bring our through consist to 12 cars and three 'F' units again in A-B-A fashion. We left Sudbury four minutes late, at 8:44 p.m., and Cartier on time. We lost some time overnight and arrived Thunder Bay at 11:50 a.m., 45 minutes late, on Sunday, Sept. 29. Two days later, a freight derailment took place on the CP main line west of Thunder Bay near the English River, and Nos. 1 and 2 were cut back at Thunder Bay and Ignace, respectively. Passengers were bussed in between. The following day VIA used the CN line between Winnipeg and Graham.

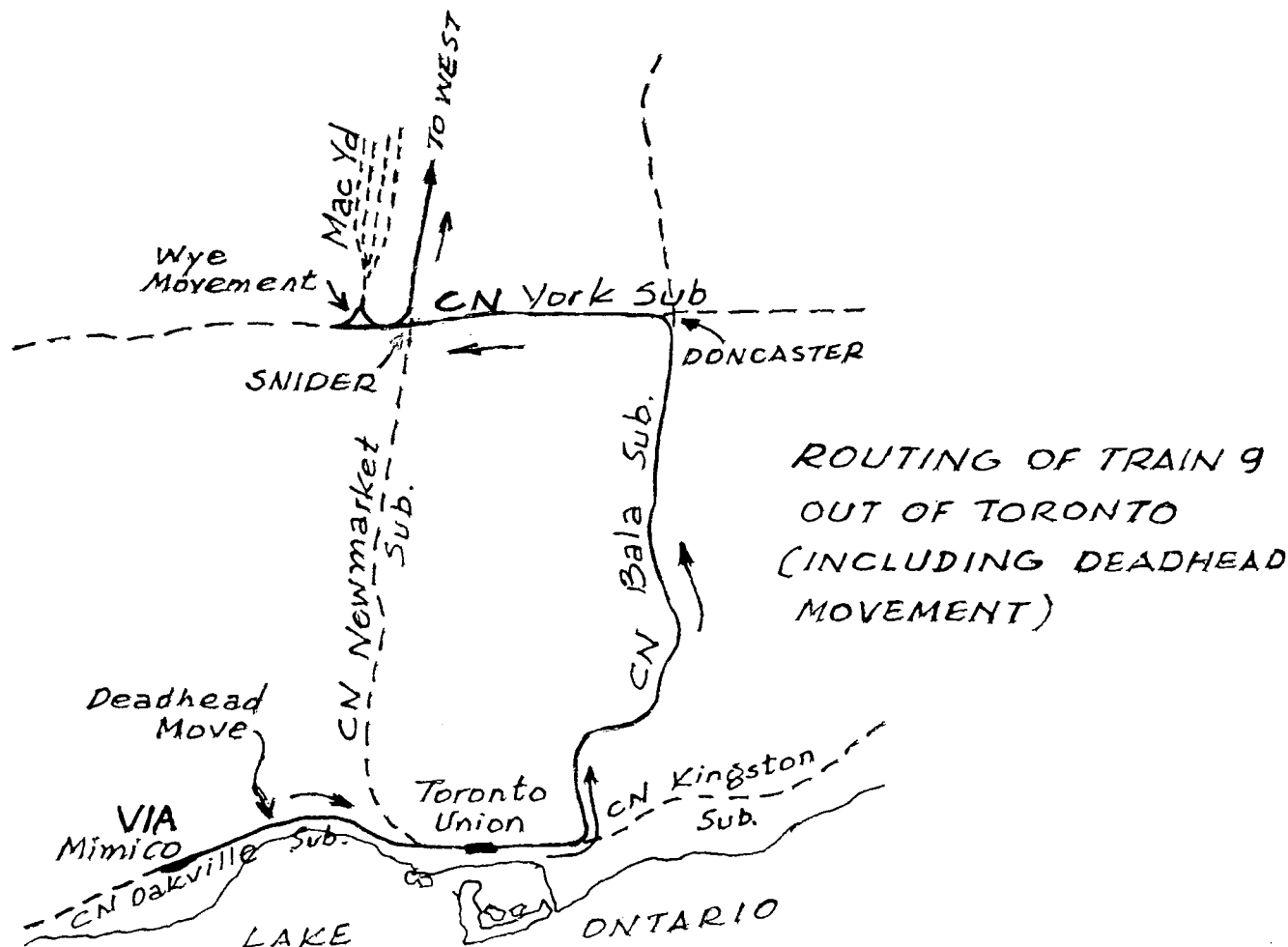
On Thursday, after work, I rode a taxi out to the CanCar Rail plant (formerly Hawker Siddeley) to meet Ed Jordan, Chief Electrical Engineer with that company, and former UCRS President. He took me on a plant tour, with much activity evident. On one line were the new TTC H6 subway cars which will replace the venerable "G" cars built for Canada's first subway by the Gloucester Railway Carriage & Wagon Co. in England. Features on these new cars which the previous "H" cars lack include forced air heating from the ceiling, electric heaters at floor level, and a ventilation grille at platform level on the outside of the car to ventilate the motors and control system underneath. The control systems are made by Brush in England, who also made Brush/Sulzer Class 47 (formerly Type 4) diesel-electric engines for British Rail. On another production line were subway cars for Boston's Red Line, which has been extended at both ends over the past few years. Also being built were ALRVs for Santa Clara County Transit's LRT line in San Jose, California. Soon to come on the assembly line are the 52 ALRVs for Toronto, which will replace the last of the PCCs here. The first of the H6 subway cars will come to Toronto early in 1986. Many thanks, Ed, for a most interesting tour!

I was planning to leave on Oct. 4 on No. 2 to return to Toronto, but as we were planning to leave just one week later for California, Nevada and Arizona for two weeks (to be covered in a future article), I thought discretion might be the better part of valour, so I flew home that afternoon.

One major recent development concerning THE CANADIAN is the routing of the westbound No. 9 out of Toronto effective Oct. 27, 1985. As the new VIA coach yard west of the Mimico GO station lacks the ample turnaround facilities that the old Spadina yard had, VIA is reducing the turning of trains to an absolute minimum. Thus, after No. 10 arrives in Toronto via its usual route down the Newmarket Sub., it is pulled backwards (westerly) to the new yard for servicing and then heads back to Union Station eastbound to Cherry St., then heads north on the CN Bala Sub. to Doncaster, where it crosses the hitherto freight only York Sub. which connects the Kingston Sub. at Pickering to the CN Macmillan freight yard. At Doncaster, No. 9 swings west onto the York Sub. to head 5.2 miles to Snider to return to its Newmarket Sub. However, the fly in the buttermilk is that Snider does not have a connecting track from westbound York to

northbound Newmarket. So, No. 9 continues another 1.6 miles further west on the York Sub. to the wye entrance at Macmillan Yard, swings north into the yard approach, backs west out of same, then heads east back to Snider to swing north to Newmarket and beyond. Obviously VIA did not want No. 9 to miss its stops at Newmarket, Barrie and Orillia; otherwise No. 9 could simply remain on the Bala Sub. to Boyne, south of Parry Sound. This is the reason for the extra 25 minutes in the schedule from Toronto to Newmarket; the man who reviewed the VIA schedule changes on page 5 of Rail Travel News Issue No. 325 quite understandably thought that the 12:30 p.m. departure of No. 9 was a misprint as the time at Newmarket is still the same. I wrote to RTN in Berkeley, California and gave a detailed explanation, complete with a diagram, of the new routing out of Toronto.

Thus ends my account of the major changes affecting the last of the classic transcontinental trains with Budd equipment and domes which allow a full forward view, a view not possible with the present Amtrak Superliner equipment and the new equipment which may be ordered to replace the aging steam-heated cars now forming THE CANADIAN's consists. (Editor's Note: we can't let Rail Travel News beat us in the diagram department, so here follows a thumbnail sketch of the new westbound CANADIAN routing out of Toronto:)



NO MO' M&O? by Sandy Worthen

A recent report in the Ottawa CITIZEN by staffer Dan Karon examined the question of what will happen to CP Rail's M&O Sub., from Vaudreuil, Que. to Ottawa. To be precise, only that portion of the M&O from Rigaud (Mile 16.5) to Blackburn (Mile 81.3) is in question. Montreal's SCTUM will continue to use the Vaudreuil-Rigaud portion for its Monday to Friday commuter trains (Nos. 211/212). The M&O (Montreal & Ottawa) Sub. has not been used very much since 1981, when CP terminated passenger service to the nine on-line communities, by MOT/CTC order. Since then, only freight service, "as required", has been provided, which is not very often. Dennis Courcy, CP's lawyer, said that outbound carloads of hay declined in 1981 when shippers left the rail for the road. And, there are no obvious sources for development and no proposed developments in the area in the foreseeable future which would generate increased freight traffic.

A VIA Rail Canada lawyer, James Allen, was of course on hand at the hearings to express VIA's interest in acquiring the right-of-way, "to protect our future options". Mr. Allen said that the M&O would fit into a high speed rail master plan, presented to the Federal Government last year. VIA contended that, while it could not use the existing unmaintained trackage, the right-of-way and the land could provide a great saving because the crown corporation would not have to start from scratch. Ernest McArthur, lawyer/spokesman for the Regional Municipality of Ottawa/Carleton, orated that OC wanted the M&O kept in operation for at least five years, "so that other uses can be found." He did not say what the other uses might be, nor could he say who should pay for maintenance and taxes during this period. Committee of Inquiry Chairman J.F. Walter said that a decision would be rendered as soon as possible.

THE STREET CARS AT FORT EDMONTON

by Colin Hatcher

(The following article by Colin Hatcher, well known Western Canada rail historian, is reprinted with the author's permission from the Aug. 1984 issue of THE MARKER, the journal of the Alberta Pioneer Railway Assoc. It describes the startup of streetcar service at Edmonton's Fort Edmonton Park, on June 10, 1984, by the Edmonton Radial Railway Society, in co-operation with the Park. Grants totalling some \$450,000 were received from the City and Province.

As the accompanying photographs illustrate, the setting of the ERRS operation is almost unique among North American streetcar museums, traversing as it does a "Pioneer Village" type of locale. ERRS is obviously a very ambitious and resourceful organization.

While Edmonton Transit System 1 was acquired complete, having been preserved by ETS from 1951, all of the other cars must have their "hardware" restored: trucks, controls, seats, brakes, compressors, resistors, air reservoirs, lights, etc. In common with other museums, ERRS has been importing trucks, etc. from Melbourne, Australia, which has been disposing of 1920s vintage cars with equipment similar to that of North American cars of the era. In addition, the group's well equipped shop has cast four side frames for Brill 27G trucks, using a borrowed truck from a U.S. museum as a model. Seat and window frames, lifeguards, etc. are also turned out in the shop. Several additional car bodies may be acquired and dismantled for parts.

In 1985 ETS car 42 made a test run at the museum, before going back into the shop for the addition of seats, lower sash, lifeguard, etc. When completed, 42 will become, for the moment, the museum's base service car, with No. 1, which carried 110,000 passengers in 1985, being relegated to spare status. No. 42 is operating on Brill 77E trucks borrowed from Montreal Transportation Commission observation car 3, at Calgary's Heritage Park museum. Car 3 is currently riding on a set of TTC sweeper trucks. It is hoped that, ultimately, 42 can be fitted out with a set of its proper St. Louis Car Co. trucks. The next car body slated for restoration will probably be ETS 80, a steel car representing the city's most modern car type (barring, of course, today's LRVs). It was built by the Ottawa Car Co., circa 1930.

Obviously, the streetcars at Fort Edmonton Park are a "must see" for traction fans visiting the Alberta capital. And, there's also a steam powered (2-6-2) passenger train operation in the park; this train even crosses the ERRS tracks at grade!)

--appreciation is expressed to ERRS member Peter Cox for supplying additional information.

1. The Fort Edmonton Concept--Streetcars were meant to carry people conveniently from place to place along city streets. Museums usually preserve and operate streetcars because of the fascination they hold for museum operators and the public at large. At Fort Edmonton, however, the streetcar is performing the task it was originally built to perform. It transports people conveniently along the street, allowing them to disembark to inspect displays which interest them, then to catch the next car to continue on their way. The streetcar is a new dimension in living history at Fort Edmonton Park.

The Edmonton Radial Railway Society is the group responsible for having this carefully planned project reach the operative stage. The ERRS worked closely with the Park administration to integrate this streetcar operation into the Park's total transportation plan. Another objective was to have the streetcars operate in an environment at the Park which closely paralleled their former operation on city streets. Both of these objectives have been met. The car travels along 1905, 1920 and 1950 Streets on double tracks laid down the centre of the streets. The overhead trolley wire is supported from poles set in the median strip between the tracks. Many of the poles are topped by street lights modelled after those once found on Edmonton's Jasper Ave. Buildings line both sides of 1905 St., recollecting the architecture of that day. The car is indeed operating in a setting similar to the one it originally serviced back in the first two or three decades of this century. An amateur photographer at Fort Edmonton today can capture on film streetcar scenes that are very similar to those found in the archive files of such Edmonton notables as Mathers, McDermid and Ernest Brown.

2. The Edmonton Radial Railway Society--Interest in the streetcar operation was first generated in 1978. A group of people worked to restore Car 1 for operation across the High Level Bridge during the Thanksgiving weekend. That was part of the festivities celebrating the 75th Anniversary of Edmonton's incorporation as a city.

The decision to incorporate the Edmonton Radial Railway Society under the Societies Act was appropriately made aboard Car 1 as it was parked on the LRT tracks inside Cromdale Shops. The car had just completed a final run on the LRT line following the 75th Anniversary celebrations before its trailing electric generator set was returned to its owners. The new society consisted of active and retired Edmonton Transit System employees plus a number of trolley enthusiasts. The group was similar in composition to the original group which rescued Car 1 from the elements in the early 1960s. At that time a few ETS employees, notably John Guay, and members of the Rocky Mountain Branch of the Canadian Railroad Historical Association, including Eric Smith and John Meikle, got together to restore the rapidly deteriorating 1. The progress of that phase of 1's restoration has been chronicled in the ERRS newsletter, as John Guay kept an accurate diary of the work performed. All work on streetcars acquired by the ERRS has similarly been recorded to date by ERRS member Doug Parker.

3. Building and Acquisition Begins--Work to develop the Fort Edmonton concept began in earnest. Once the consultations with Fort Edmonton were concluded and financial support had been found, work actually began on the Strathcona car barn. This structure was based on the original Edmonton Radial Ry. Strathcona Car Barn, built in 1908 on the south east corner of 110 St. and 83 Ave. This facility went into service in 1909 and was closed in 1922. Its front profile is reflected in Fort Edmonton's Strathcona barn, but the new barn is longer than the original, to accommodate all of the cars and to provide shop and restoration space. The original Strathcona barn was intended for storage and light running repairs only. Much of the shop equipment in the Fort Edmonton barn has been rescued from the ETS Cromdale Shops, the major and, after 1922, only Edmonton streetcar barn.

The master plan at Fort Edmonton calls for more than one operational streetcar. The search for other cars was extensive. Several members, among them George Buck, searched the area around Edmonton for streetcar bodies. Many had been sold to area farmers as they were retired from service in the late 1940s and early 1950s and were still in good enough shape to be restored. On July 22 and in December 1980, cars 31 and 38 arrived from Bashaw and Thorhild. Car 31 is the only known Preston "Prairie type" streetcar to be preserved. Although Edmonton had only four of these wooden cars with semi-elliptical upper sash windows, built by the Preston Car and Coach Co. of Preston, Ont., other variations of this design by the same builder were found in Calgary, Lethbridge, Saskatoon and Regina. Heritage Park's car 14 does not qualify as a Preston "Prairie type" because the original car 14 in Calgary was built by the Ottawa Car Co.

During 1981 five more car bodies arrived. Car 42 arrived from Sylvan Lake on April 11. The arrival of Car 1 from Cromdale on April 28 heralded completion of the car barn. Car 80 arrived all the way from Fort St. John, B.C. on Aug. 1, exactly one week before the APRA's car 13 was picked up. The Association sold car 13 to the ERRS for \$250, which represented the cost of originally transporting it to the APRA museum from a farm near Sherwood Park in 1973. Car 73 was moved from Pickardville on Nov. 14, 1981. The last car to arrive was car 33 from Willingdon in April 1983. All eight cars are now under cover at the car barn. Six of the 10 car types used on the Edmonton streetcar system are now represented in the collection.

4. Restoration--While most of the attention during 1983-84 went toward the mechanical restoration of car 1, considerable restoration was carried out on car 42. Its wood siding was replaced and it has a new roof. It was expected to be the next car ready for service. Some work has been performed on cars 38 and 80. Car 80 will likely follow car 42 into service. It is the only steel car in the collection.

Considerable machining and casting has been carried out or has been arranged to be completed by member John Coutts. John has retired from a local machining business but his contacts and enthusiasm have been invaluable to the Society. John worked tirelessly to acquire and set up an extensive machine shop in the car barn. John and fellow member Hamy Hamilton, also retired, were recently recognized for their efforts by being presented with lifetime ERRS memberships by Mayor Decore. Fort Edmonton also recognized several ERRS members for their contributions to the Fort project at a special presentation for all their volunteers in the fall of 1983.

Throughout the summer of 1983 double track was laid in 1905, 1920 and 1950 Streets. The loop at each end of the line was also laid out. In the fall of 1983 and the spring of 1984 the specially fashioned diamonds where the double track car line crosses the Edmonton, Yukon and Pacific steam train track, switch points and frogs were installed. The streetcar now had its own right-of-way down the centre of the streets. In the spring of 1984 preparations for installation of the overhead wire got underway and Edmonton Power was contracted to carry out that work. It was completed in time for the Park opening. A unique form of bow string pulloff ensures a smooth curve on the wire. Power is provided through a substation near the car barn which converts alternating current via a rectifier to 600 volts direct current, which is then fed to the car line.

5. Operation--During 1981 car 1 with its generator in tow provided service on the steam train tracks at Fort Edmonton. Since mechanical work was required on the wheels and compressor, the car was laid up for the 1982 and 1983 seasons. On June 10, 1984 regular car service began on the streetcar tracks with power being supplied through the conventional overhead trolley wire. Uniformed ERRS members operate the car daily on a volunteer basis for three hour shifts. All operators have been trained under the watchful guidance of President and Inspector Don Bearham. ERRS member Keith Stothert also instructs. They are highly qualified for their jobs as they both operated streetcars on the streets of Edmonton in regular service.

Vice-president Bob Clark, a hard working leader, catalyst and participant in the ERRS project since its inception in 1978, further challenged the group on opening day at Fort Edmonton. That challenge is to build a streetcar line along the river valley to link the river valley parks.

WESTERN CANADA STREETCAR RESTORATIONS

--Nelson, B.C. (of all places!) will evidently be the first Canadian city to begin a so-called "tourist streetcar" operation, such as has been proliferating in the U.S. in recent years (e.g. Detroit, Seattle, Ft. Collins, Colo.). The small city in the B.C. interior gave up its street car line in 1949, and the three cars were sold for use as sheds, etc.

Now, Selkirk College and the Nelson Chamber of Commerce are co-operating to restore car 23 to operating condition. Originally built by the Stephenson Car Co. of Elizabeth, N.J. in 1906, it was acquired by Nelson from Cleveland in 1924. The car was constructed as a double-ender, but was converted to single end configuration before it reached Nelson.

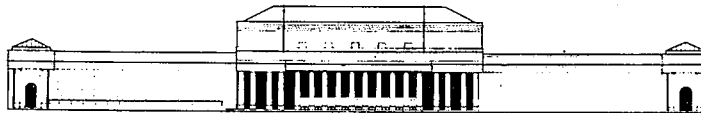
After retirement, 23 was converted to a dog kennel. The floor was covered with concrete and openings were cut in one side. Federal work grants of \$50,000 have helped the restoration and a further \$15,000 is being sought for completion. A streetcar was bought from Melbourne, Australia (streetcar suppliers to the world) to provide trucks, motors and controls. Smaller

hardware items, such as a complete set of lights, were available locally.

Car 23 will initially operate a 1½ mile route along Baker St. (past Mr. Holmes' residence?), Nelson's main thoroughfare, as a seasonal tourist attraction. Construction of a trestle would later permit a one mile extension. The car will be restored to its original red and cream paint.

--Former Regina streetcar 42 will become a display item at Calgary's Heritage Park, thanks to a Regina-born Calgary resident. The car is one of six steel single ended cars built for the Regina Municipal Ry. by Canadian Car & Foundry in 1928. It is typical of other cars of that era, such as the Montreal 1900s, the Hamilton 500s, and the Calgary 80 series. Following its 1950 retirement, the carbody served a variety of functions before being returned to the city in 1973, where it languished in a salvage yard. Various attempts by the city to restore the car had not been successful, due to the lack of spare parts and expertise.

Regina City Council approved the transfer to Calgary after learning that Heritage Park had the necessary parts, and ascertaining that no Saskatchewan-based institution was interested in performing the restoration. However, Alderman Wilma Staff observed "I think that at some point in the future we may regret very much that we have lost this streetcar".



Toronto Union Station Rehabilitation

VIA Rail Canada Inc. is in the midst of a \$3.5 million program to restore Toronto's historic Union Station to its former glory. The program, financed by the Federal Government, comprises both renovation and restoration. While much of the station is being restored to its original 1927 condition, it is also being modernized to meet the needs of today's rail travellers.

Two projects are already complete. The exterior stone and windows were cleaned and restored over the course of the spring and summer of 1985 at a cost of \$580,000. The Toronto Terminals Railway Co., which owns and operates the station and main line approach tracks from both directions, and the Bank of Nova Scotia (located in the east wing of the station) contributed to the cost of this project; the west wing and central portico were cleaned in the summer and fall of 1984, while the east wing received attention in the spring of 1985. The process used fine non-chemical water sprays which minimized any potential damage to the stone. The second project, the cleaning of the station interior, cost a further \$380,000. Stone interiors were refinished in the same manner as the exterior, but special attention had to be paid to the screens encasing the large windows at each end of the Great Hall. These screens were refurbished to their original gold-lacquer finish, the highly reflective nature of which enhances the quality of light within the hall; this was a noteworthy feature of the station when it was originally opened.

Other aspects of the restoration program which have yet to be completed include:

- the replacement of vestibule doors with sliding doors equipped with scanners to permit automatic entry. Worn out red oak doors on both upper and lower levels will be replaced with exact replicas.
- a completely new signage system using international symbols and both official Canadian languages. This system has been designed to be modern, yet complementary to the vintage of the station.
- the design and installation of a new circular information kiosk, to be placed in the centre of the Great Hall (upper concourse), the site of the original kiosk. It will incorporate design and materials compatible with the station interior.
- A freshly cleaned, repainted and refurbished lower concourse.
- installation of a new lighting system making use of indirect general lighting and special directional lighting to aid passenger movement throughout the terminal. In addition, two large chandeliers will be installed in the Great Hall. These will be modelled after the version which originally hung in the station.
- the complete restoration of the west wing waiting room, including the uncovering of the giant skylight which has been painted black for many years.
- the City of Toronto will be upgrading the sidewalks abutting the Front Street plaza.

When the work of restoration is completed, Union Station will be more accessible to passengers with special needs, such as those in wheelchairs. Automatic doors, improved signage and refitted washrooms are examples of how such persons will be better accommodated. Future projects for which VIA hopes to obtain funding would provide escalators and elevators to transport passengers between station levels. The present restoration and renovation of Union Station will be completed in the spring of 1986 with the landscaping of the plaza on Front St. It is fitting that the station is being restored for 1986, the 150th anniversary of railway passenger service in Canada.

To summarize a somewhat complex scenario, the Federal Government is financing a restoration project on behalf of VIA Rail, but on a building which is owned by the Toronto Terminals Ry. Co., which in turn is owned jointly by CN and CP Rail, which building stands on land owned by none of the foregoing, but by the City of Toronto.

UNION STATION FACTS

A. Predecessor Stations

--The first "Union Station" belonged to the Grand Trunk Ry., which built a station at the

corner of Front and Bay in December 1855. The Great Western Ry. shared this facility (the Northern Railway of Canada was the first line to enter the city, in 1853).

--The first Union Station was replaced by a larger structure in 1858.

--in 1866, the Great Western built its own station at the north-east corner of Yonge St. and The Esplanade. It was discontinued as a railway station in 1882, and after many years of use as a fruit warehouse was destroyed by fire in May, 1952.

--The Grand Trunk built a larger facility below Front St., west of York, which was officially opened on July 1, 1873, serving for 22 years. A newly expanded station opened in 1895.

--In 1905, the railways and the city decided upon a location for a new Union Station--the south side of Front St., between Bay and York; this was done one year after this area had been cleared out by the Great Toronto Fire of April, 1904.

B. The Present Union Station

(1) General Notes

--Largely built between 1915 and 1920, with finishing touches added in 1921.

--Total cost, including the Post Office side (the east wing) was \$6 million.

--The tracks were not raised to above ground level until 1929 and the train sheds were completed by 1930.

--Opened by His Royal Highness the Prince of Wales on Aug. 6, 1927; the official ceremony took only 11 minutes and then the Prince took his ticket for High River, Alberta, where he had a ranch, and departed by train.

(b) Physical Facts

--Classic design (International Beaux Arts) with Grecian influence.

--Facade has 22 Doric Order columns, 40' in height, each weighing 75 tons.

--Frontage on Front St. is 752', including the new bank section.

--Highest point of the central portion of the building is 122' above street level.

--East and west wings have three floors above ground level.

--Exterior walls of Indiana limestone.

--Pitched roofs of copper.

--Architects:: Ross and MacDonald, Hugh G. Jones, John M. Lyle; designed 1913-14.

(c) The Great Hall (Main Concourse)

--260' long, 86' wide; considered the largest room in Toronto.

--Ceiling rises 88' above the floor, is arched with vitrified Gustavino tile with panels in three colours.

--At east and west ends are large etched window screens, comprising upper two thirds of the wall, decorated with ornamental iron grillework.

--Walls are Zumbro stone, a type of limestone.

--Floors and stairways are Tennessee marble.

--High on north and south walls, on cornice, are engraved in stone the names of 27 Canadian cities.

(d) West Waiting Room

--Zumbro stone walls and columns; glass ceilings.

(e) Trainshed

--1200' long, nearly twice the length of the station; design credited to A.R. Ketterson, TTR Assistant Bridge Engineer.

--Bare steel frame, spanning tracks in pairs with deep trusses which support the roof.

--Wooden roof perforated by concrete smoke ducts.

(f) Central Heating

--Located at York St. and Lakeshore Blvd. (north-west corner) ; can generate up to 300,000 lbs. of steam per hour.

(g) In Station Vicinity

--25½ miles of circuited track; four miles of station platforms; 239 signals; 44 miles of pipe.

(h) Passenger Carrying

--Approximately 3.6 million intercity travellers use the station annually on 25,000 train arrivals and departures, or approximately 10,000 persons arriving or departing daily on VIA trains.

--The busiest station on VIA's countrywide network.

--GO Transit, which now uses the east lower level, has approximately 13.5 million passengers per year.

UNION STATION: A BRIEF HISTORICAL REVIEW

August 6, 1927 was opening day for Toronto's Union Station. At 10:30 a.m. that day, a train carrying H.R.H. the Prince of Wales (later King Edward VIII), Prince George (later King George VI), British Prime Minister Stanley Baldwin, and Canadian Prime Minister W.L. Mackenzie King arrived at the station, where dignitaries and several hundred members of the public waited to greet them. Following a brief ribbon cutting ceremony on the platform, the official party proceeded to the train concourse where the Prince of Wales was given the first ticket issued at the station. Other dignitaries were also issued tickets, whereupon the whole party left for a reception at City Hall. It was surely one of the shortest opening ceremonies ever, having lasted merely 11 minutes.

Although opening day for Union Station was in 1927, the main (front) portion of the structure had been substantially completed by 1920. Delaying the opening was a dispute between the two railways at that time slated to use the station, the Grand Trunk and the Canadian Pacific, with the City of Toronto confusing the picture further. The GTR favoured elevating the tracks through

the area on a viaduct. This would permit a grade separation with those streets crossed by the tracks, thus alleviating traffic congestion caused by trains crossing streets at grade level. In addition, the use of elevated tracks would allow the railways to run the tracks right through the station so that trains could continue on their way without having to make reverse movements.

The CPR maintained that elevated tracks would cause problems for its freight yards and wanted the tracks to run into the station, stub ended, at street level, which would have meant that trains would have to back into or out of the station. Some who supported the CP proposal came up with the amusing argument that Toronto was too important a city to have through tracks, that it should be a terminal city with stub end tracks. The fact that most London, England railway stations, to say nothing of those of Montreal and Chicago, were built this way was often cited as a prime example.

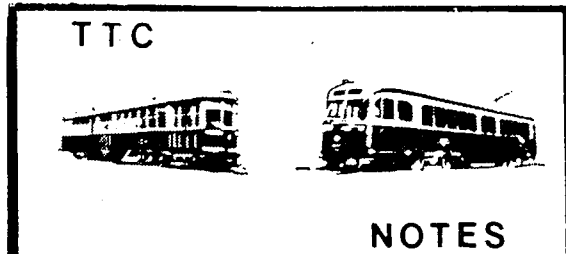
Another argument involved cost. The CPR argued that the viaduct would cost an extra \$6 million which the railways would have to pay as the City of Toronto was prepared to pay only 1/3 of the construction cost. A further major factor influencing the opening of the new station was the formation of the Canadian National Railways, by the Canadian Government, between 1918 and 1923, wherein it took over various ailing railways and amalgamated them with government owned lines such as the National Transcontinental. Among the major railways incorporated into this new system were the Canadian Northern, the Grand Trunk Pacific and the Grand Trunk--which was to have been the other major user (with the CPR) of Toronto's new Union Station. The facility was designed to replace the existing Union Station one block to the west which had been opened by the GTR in 1873. The CP had been using the Grand Trunk's station since 1884, and increasing traffic was taxing the station's resources.

In 1909, the Board of Railway Commissioners had approved plans for the new station. However, the wrangling between the railways had held up the start of construction until 1915. In fact, the CP had been so intransigent in its stance that, on June 14, 1916, it had opened a new North Toronto Union Station which was also used by the Canadian Northern Ry.

By 1920, construction was completed on the main part of the station and the railways were able to occupy the office space. The Post Office, also a major tenant, began using its facilities at this time. However, it was not until an independent report was presented to the government in 1924, recommending the use of elevated trackage, that work began on the viaduct, vindicating the Grand Trunk's position in the matter. Final work on this part of the project was not completed until 1929 which meant that, when the station first opened, trains were coming in at grade level.

Construction of the station's lower concourse was begun in 1926 and completed in July, 1927. On Aug. 6, the official inauguration was held and the new Union Station officially began operating on Aug. 11 at 12:01 a.m., when all baggage, staff and equipment moved from the old station to the new one. After years of wrangling Toronto's new railway terminal was finally open for use.

--based on VIA Rail Canada releases



- TTC fares were raised on Jan. 2, representing something of a milestone in that the \$1 Adult cash fare plateau has now been reached. The 1985 cash fare had been 95¢. The Adult ticket/token rate jumped by 8.5% from the previous 73.75¢ (eight for \$5.90) to an even 80¢ (five tickets/tokens for \$4). The Metropass now costs \$41.50, up from the previous \$38.50. The Students/Seniors ticket rate has been raised from eight for \$2.95 (36.875¢) to five for \$2 (40¢). The Student cash fare went from 55¢ to 60¢; the Senior's Metropass escalated from \$25.25 to \$27.25. Children's fares were raised from four for 95¢ (23.75¢) to four for \$1, the resulting 25¢ ticket rate contrasting with the 45¢ Children's cash fare, raised from 40¢. The most significant implication for the fareboxes themselves, of course, is the fact that stuffing a dollar bill into one will no longer represent a 5¢ loss to the Adult passenger, and paper money will presumably be tendered in unprecedented amounts, keeping the human "dollar flatteners" busy until a dollar coin is minted, if one is indeed to be placed into circulation. The Commission cites the level of fare increase as the result of the greater than expected cost of the September 1985 wage settlement with the Amalgamated Transit Union.
- Operation of the Yonge Subway did not take place between Yonge/Bloor and Union Stations on Sunday, Dec. 15, to permit trackwork between King and Union related to the removal of the Union Station crossover, now considered redundant. Southbound passengers were transferred to buses at Rosedale Station, beyond which Yonge trains went through the scissors crossover north of Bloor to their southerly terminus for the day, the northbound platform at Yonge/Bloor Station, at which northbound passengers were boarded. Why southbound passengers intending to transfer to the Bloor-Danforth Subway were not permitted to continue beyond Rosedale Station was not explained. The University-Spadina line was an independent operation on the 15th, extending between Wilson and Union.
- Effective Jan. 5 full service is being provided on the Scarborough RT line, with hours of operation having been extended to include Monday through Saturday evenings after 10 p.m., and to include Sundays from about 9 a.m. Service is provided at a 6'00" headway during the extended operating periods. Trains leave McCowan Station from 5:48 a.m. (Sundays 9 a.m.) to 1:16 a.m., and from Kennedy Station from 6 a.m. (Sundays 9:12 a.m.) to 1:35 a.m.
- On Jan. 5-6, the TTC made a number of changes in service, including extensions, to bus

routes. While the details of these are beyond the scope of the NEWSLETTER, one of the changes is of particular interest. This involves a westerly extension of the lightly patronized 19A-Church route via Front, Bathurst and Fleet, looping via Lake Shore Blvd., Strachan and Fleet. Seemingly a duplication of the service offered by the 511-Bathurst carline, the extension was requested by employers in the Bathurst-Fleet area as a direct link for their employees to Union Station and GO Transit rail service. The most direct route from Fleet St. to Union Station prior to Jan. 6, even in rush hours, involved two transfers. Service on the 19A extension is provided 12 hours a day, Mondays to Fridays only.

• TTC phone numbers were changed effective Jan. 6 and a direct dial system was introduced. The new General Administration number is an easy one to place in one's own memory bank, viz. 393-4000, while the new route and service information number is 393-4636 (393-INFO). Information is available from 7 a.m. to 11:30 p.m.

Readers' Exchange

• Gordon Handforth, 6160 Rainbow Dr., San Jose, Ca. 95129, U.S.A. will trade even up his spare copy of "Self-Propelled Cars of the CNR", by Anthony Clegg, in excellent condition, for a copy of the book "Niagara, Saint Catharines and Toronto", by John M. Mills.



TO DISAPPEAR? by Sandy Worthen

In mid-December the Toronto STAR's Alan Christie reported that the Government of Ontario was close to selling its Urban Transportation Development Corp. to Montreal-based Bombardier, Inc. To evaluate the UTDC's financial position, Bombardier would have to pay a tidy \$1 million to examine the crown firm's financial records. In 1984, UTDC earned about \$12 million on sales of \$262 million. It has about 1800 employees working in plants in Kingston and Thunder Bay, plus the head office staff in Toronto. Helene Crevier of Bombardier said that no elements of the negotiations were being made public by Bombardier; she declined to confirm reports that its bid for UTDC was about \$50 million. The other two companies which had been interested in UTDC were a Montreal based engineering firm, Lavalin Inc., and UK Government owned British Rail Engineering. Subsequently, both of these firms withdrew. Bombardier and UTDC are not strangers to each other. They are involved presently in a joint venture to build VIA's new fleet of bilevel passenger cars, worth up to \$600 million, and were unsuccessful joint bidders last year to build car equipment for Singapore's rapid transit system.



NEW YORK CITY SUBWAY CAR TESTS by Sandy Worthen

In a December 1985 issue of the Montreal GAZETTE, reporter Shirley Won said that Bombardier Inc. expected a group of 50 of its new subway cars for New York City to complete a 30-day reliability test run at midnight Dec. 21, with no reports of trouble. The first 60 cars of Bombardier's \$1 billion contract were taken out of service last August because of electrical problems. Westinghouse Electric Corp. of Pittsburgh, Pa. designed and conducted the reliability tests, required by the New York City Transit Authority, before resumption of deliveries of the new cars was allowed to continue. Bob Slovak, an NYCTA official, said that it would take an additional seven to 10 days to decide whether or not the cars would be accepted, but the MTA was satisfied and encouraged by the test results.

Helene Crevier, a Bombardier spokesperson, said that the company had delivered 60 of the 100 cars scheduled for delivery by year end. Shipment of the balance of the 825-car order would be resumed soon and 250 laid off workers at the La Pocatiere plant would be rehired. The company also announced that Raymond Royer had been appointed President, succeeding Laurent Beaudoin, who remains as Chairman and Chief Executive Officer. Jean-Yves Leblanc, formerly Executive Vice-President and Chief Operating Officer of Marine Industries Ltd. of Sorel, Que., was appointed President of Bombardier's Mass Transit Division.



BRINGING DEUX MONTAGNES

TO GARE CENTRALE

by Sandy Worthen



A story in the Oct. 31, 1985 Montreal GAZETTE, by Daniel Maceluch and Marian Scott declared that it would take at least \$150 million to update the ex-CNR Central Station-Deux Montagnes electrified commuter line, according to a report to be submitted to the Montreal Urban Community's transit committee. The report also recommends that the seven-member committee seriously consider extending the 40-mile line to Mirabel International Airport. At present, the 66-year old line is operated by CNR for MUCTC and carries about 12,000 riders on an average weekday.

The report, prepared by representatives from the nine on-line communities, the MUC, CNR, and Bombardier, Inc., claims improvements could double ridership. For the \$150 million, the line would get new rails, locomotives, and cars; renovated stations, and updated crossing signals. The MUC transit committee can either accept the report and forward it to the MUC executive committee or make its own recommendations on the necessary updating. Eventually, it will be Quebec's Ministry of Transport that will decide, for it holds the purse strings.

High profile lobbyist Guy Chartrand, of Transport 2000, says he is backed by 7700 commuters who signed a petition in January 1985 demanding that the railway be upgraded immediately. While Chartrand is correct in claiming that some of the electric locomotives were "new" in 1918, when the line was opened, the rolling stock is not quite that old. Nevertheless, winter-time heating in some cars is marginal and breakdowns are frequent. In January 1984, for example, there were 233 delays and 31 train cancellations as a result of harsh winter weather. Add to these problems the fact that the CNR is uncertain about the availability of spare parts for equipment after 1990.

The Federal Government has pledged more than \$35 million under a Federal-Provincial agreement and may be prepared to increase its share in the project, matching any grant made by the government of Quebec (Gouvernement de Quebec). Conveniently, Quebec Ministry of Transport officials (Ministère de Transport de Quebec) officials were "unavailable for comment."

BOOK REVIEWS

Pacific Great Eastern Steam Locomotives by Patrick O. Hind 56 pages, 8½x11, glossy paper
Published by British Columbia Railway Historical Association, P.O. Box 114, Victoria, B.C. V8W 2M1
Price: \$12.45 postpaid Reviewed by John D. Thompson

Surprisingly little has been published about the Pacific Great Eastern Ry., given its size, colourful history, scenic territory served, and exotic fleet of secondhand passenger equipment. This omission has now been corrected, insofar as the railway's steam power is concerned, by publication of this excellent softcover book.

The PGE, hampered for many years by lightly built track and bridges, possessed a roster dominated by smallish Consolidations and Mikados. The total number of steam locomotives ever owned by the railway was 19; accordingly, author Hind has been able to devote a full page to virtually every engine, outlining its history and providing excellent roster and action type photographs. Mr. Hind has obviously drawn on the recollections of PGE employees to provide anecdotes of the operating characteristics and careers of the locomotives. Mechanical features, tractive effort, etc. are included in the text describing each locomotive, while an all time roster is provided at the back of the book.

Photo reproduction is quite good, the type is large and easy to read, and the layout clean and uncluttered, with many full page photographs.

Steam operation on the PGE concluded on May 30, 1956, when engine 160, the first of four handsome postwar Mikados, arrived at Squamish with a work train. While all other remaining PGE steam power was scrapped that year, the 160 was held at Squamish until mid-1961, Rank and file PGE employees and local railfans assumed that the locomotive was destined for preservation. However this was not to be, for the order was given at that time to send the 160 to the torch. No explanation for this barbaric act is given in the book. It may be assumed that the 160 had been kept for standby operation or stationary boiler service and, when its flues expired, its disposal was authorized by some uncaring PGE official with no regard for history. While this sort of action might be expected on a privately owned railway, it is sad indeed that it occurred on the Provincially owned PGE, and, ironically, forced the railway in 1973 to borrow a CP Royal Hudson for excursion service. Perhaps some NEWSLETTER reader knows the full story behind the demise of 160.

In summary, "Pacific Great Eastern Steam Locomotives" is an excellent, reasonably priced reference book that every Canadian steam fan will want for his library.

L'EPOPEE DU QUEBEC CENTRAL by Marc-D. Carrette Les Presses de Offset Beauce Ltée. Ste-Marie, Beauce (Q.C.) January 1985 Available from the author: 1315 Lavigerie Ave., Ste-Foy, Quebec G1W 3X4 177 pp., plastic spiral bound; printed photo-offset; 163 b&w photos; maps; timetables; locomotive and equipment rosters; station plans; list of wrecks, etc. Price not marked: said to be \$27.50. Reviewed by Sandy Worthen

Railway enthusiasts are always on the lookout for new books about little known railways. Perhaps this is why Professor Derek Booth's two-volume story of "Railways of Southern Quebec" is so popular. However, some readers were a little disappointed to find that the history of the Quebec Central Ry. was not described in greater detail. Because the book now being reviewed is written in French, an appreciation in the NEWSLETTER might seem to be out of place. It should be explained, therefore, that this examination is intended for those enthusiasts and railway historians who might want to have this book for their libraries or as an aid in their research.

Early in 1985, there was persistent rumour that a new book in French about the Quebec Central Ry. of Southeastern Quebec had appeared. Books about the QCR, particularly in French, are rare enough to excite the curiosity of the most sluggish railfan. The book was said to have been published by a company in "La Beauce" (Beauce County) south of Quebec City. No other details were available. Inquiries in Toronto and Montreal bookstores failed to uncover the book. Then, quite by chance, an enthusiast in Hamilton loaned this reviewer a copy of the mysterious book for examination. What the inspection revealed was astonishing and not a little shocking. The "book" is entitled "L'Épopée du Québec Central" or "The Epic of the Quebec Central", a very good title, to be sure. But the overall "tone" of the work is established firmly by the manipulation of the cover photograph of a group of Quebec Central employees posed in front of engine No. 17, which hauled the first train into St-Georges-de-Beauce on Jan. 2, 1910. Seven of the eight men in the photograph are QCR employees, obviously. However, as the author admits, a "slight diversion" has been permitted, for the eighth man has the head of the "author" grafted on his shoulders! The text and pictures which follow are just as contrived. It seems as though the author assembled misinformation intentionally. Certainly, he was very unwise in not having his manuscript read by a competent Canadian railway historian prior to printing.

To begin with, the mileage of Canada's first public railway, the Champlain and St. Lawrence Rail Road, has increased in length from 14.5 miles in 1836 to 16 miles in 1985. The author takes some considerable liberties with local geography by stating that the railway followed the Richelieu River as much as possible between St-Jean and La Prairie. Further, he says that the railway became so popular so quickly that "...a locomotive made of wood replaced the horses over the years").

On page 2 we learn that, 10 years later, a railway was opened from Montreal to Lachine, eight miles long, and a third was opened from Lachine to St-Hyacinthe in 1848. Perhaps Mr. Carrette

meant from Longueuil to St-Hyacinthe, but in any case he does not say how the railway crossed the St. Lawrence River!

The poor lithograph of a four-wheeled, horse drawn passenger car on page 6 is captioned "The first passenger car in Canada near St-Jean in 1836." It is no such thing! Even the most cursory inspection shows that this vehicle is completely different from those portrayed in Adam Sherriif Scott's painting of 1936 of the C&StL's "DORCHESTER" and its train of two passenger cars.

Mr. Carrette is much more at ease with the early history of the Levis and Kennebec Ry., a precursor of the Quebec Central, for, to a large extent, his references relate to the organization and construction of that line. There are several references to articles that appeared in the Quebec Central Monthly Bulletin of the 1920s, as well as in the Official Gazette of Quebec and a publication entitled "Dates Levisiennes".

The building of the St. Lawrence and Atlantic/Atlantic and St. Lawrence Railroad (1848-53), the Massawippi Valley Ry. (1868-70) and other lines in southern Quebec are described with some errors: it is unlikely that the citizens of "Derby" (Vermont) would have been amused to have been confused with their neighbours in Stanstead and Rock Island, Quebec, and the relocation of Island Pond, Vermont into the State of New Hampshire is not explained; nor is the transfer of North Stratford across the Connecticut River from New Hampshire to Vermont!

Besides the numerous historical and geographical errors, Mr. Carrette's book is full of French language typographical blunders and grammatical gaffes. The picture captions, while simple, frequently describe scenes and events quite different from those illustrated by the photos. Maybe these anomalies should be excused in an amateur author's first work. However, they have a serious erosive effort on any credibility that the book may merit.

On the positive side, most of the photos in "L'Epopée du Quebec Central" have not been published previously, perhaps because they are mostly of amateur origin. It is regrettable that they were not worked up sufficiently to improve their quality for publication.

The accuracy of the roster of QCR steam locomotives (June 1888 June 1913) derives, the author notes, "from a list resulting from the work done by Omer Lavallée and has been modified by the author." One hope that not too many modifications have been made. The reference given is "Omer Lavallée, 'CP Steam Locomotives', appendices B-5". One interpretation in the list of abbreviations has relocated the Dominion Atlantic Ry. to New Brunswick, without explanation.

There are other appendices to Mr. Carrette's book; some of them are quite strange:

--The car "SHERBROOKE"; dates of construction and demolition of stations on the QC; a "Did you know that..." section; origin of station names; author's remarks; how to obtain a book or information. The appendix on the parlour-observation car "SHERBROOKE" says that the car has been preserved in a railway museum in Toronto!

It would be quite proper to ask this reviewer why, in view of all the errors, he has bothered to talk about Mr. Carrette's book. There are two main reasons for this review: first, most of the photos are unique enough to partially motivate purchase of the book; second, the author has put together an amount of information about the organization, construction and operation of the Quebec Central, in one volume. This has never been done before, to the knowledge of the reviewer.

There are two additional axioms which are demonstrated conclusively by Mr. Carrette's book. The first is that writing a book about any subject is not something that can be done simply, with a minimum of research and without advice from others. The second point is that the organization of the text and pictures, maps and diagrams, similarly, is not something that is easy to do. Any aspiring amateur author who disagrees with any of these axioms will find out to his cost just how true they are. As one reader of "L'Epopée du Quebec Central" wrote, "It is very difficult to decide whether or not to purchase this book, given the presence of so many errors and the inflated price, said to be \$27.50." But if you want to possess a book about the QCR for your library or to assist in your research, regardless of quality or accuracy, then you will have to accept this one. Right now, it's all there is!



--The following is based on a press release by Expo 86:

STEAMEXPO--A SPECIAL EVENT--Time and Place--May 23-June 1, 1986, CNR's Terminal Ave. Yard, Vancouver, adjacent to the Expo site.

Description: To celebrate the early development of rail transportation, Expo 86 has designed this event around the romance and history of the steam locomotive. This is of particular relevance to Canada, since 1986 marks the centennial of the arrival of rail service in the Vancouver area. On May 23 a "Grand Parade of Steam" will take place. This parade will proceed from the CPR yard adjacent to the Canadian Pavilion and will move to the CN yard, immediately east of the Expo 86 east gate, at which daily demonstrations will be performed, together with a public display of all participating equipment over the remainder of this period. There is no direct cost to participate; however, all costs incurred in moving equipment to Vancouver and home again are being paid by the exhibitors. This will be a fully secured site and locomotives will be fueled and serviced at the expense of Expo 86. For further details contact David Gibson or Grant Ferguson, Granville Transportation Consultants Ltd., 202-1650 Duranleau St., Vancouver, B.C. V6H 3G4, or Ron Rice, Chief Transportation Systems, or Wm. Ellwyn, Assistant Producer, Land Events, Expo 86, P.O. Box 1986, Stn. A, Vancouver, B.C. V6C 2X5.

Model Exhibit (an Expo 86 endorsed event)

Sponsored by: British Columbia Society of Model Engineers

Time and Place: May 24-31, 1986, Heritage Village, Burnaby, B.C. (Vancouver suburb).

Description: Operational scale models of steam locomotives, on a 7½" gauge track, 1/8th full

size. For details contact Martin Rogers, c/o B.C. Sugar, Box 2150, Vancouver, B.C. V6B 3V2, phone (604) 253-1131, or R. Rice or W. Ellwyn as noted above. --from Peter F. Oehm

--British Columbia's rail extravaganza, STEAMEXPO, continues to gather momentum, if not participants. At the beginning of December 1985, Phil Magnall, STEAMEXPO's Exhibits Director, wrote: "The 'committed attendance' list is similar to the actual situation although there are at least two, and probably a couple more, engines on the list which are not coming. The 75 and 50% categories contain one 'definite' and several 'no shows'. For your convenience...I have highlighted all of the locomotives that we have announced to date."

Mr. Magnall's list follows:

0-6-0 ex-NP R.R. 1070 Lake Whatcombe R.R., Wickersham, Wa.; 2-2-0 "Rocket" Nat'l. Ry. Mus., York, U.K.; 2-6-2 1077 Gov. of B.C.; 4-4-0 ex-CPR Vintage Locomotive Society, Winnipeg; 4-4-0 ex-Virginia & Truckee R.R. "Inyo", Nevada State Ry. Museum, Carson City, Nevada; 4-6-2 ex-CPR 1201, Mus. of Science & Technology, Ottawa; 4-6-4, ex-CPR 2860, Gov. of B.C.; 4-8-2 6060, ex-CNR, Gov. of Alta., Edmonton; 4-8-4 8444, UP R.R., Cheyenne, Wyoming; 4-8-4 4449, ex-SP, City of Portland, Oregon; Shay 1, ex-Elk Fls., Cowichan Valley Forest Mus., Duncan, B.C.; Shay 2, ex-AP Ry., Alberni Valley Mus., Port Alberni, B.C.; Heisler 91, CK&S R.R. Western Washington Forest Mus., Tacoma, Wa.; Gypsy BHL, California Northern Cos. Logging, Eureka, Ca.; Crane OHIO, Cansteam, New Westminster, B.C.; Crane Brownhoist, Transport Collection New Westminster, B.C. --Sandy Worthen

VIA'S EXPO 86 EXHIBIT--To tell the 150-year story of rail passenger service in Canada, VIA Rail's Expo 86 exhibit in Vancouver will occupy 12,000 square feet in one half of the renovated CN station. Upon entry, visitors will see a full size model of Canada's first locomotive, the 1836 'Dorchester', loaned to VIA by the Canadian Ry. Museum, St. Constant, Que. The replica was built by CNR shop forces some 50 years ago specifically for the 1936 centennial celebrations of the inauguration of the Champlain and St. Lawrence R.R. Next comes a six-section VIA exhibit tracing the periods of development of passenger trains in Canada. It will conclude with a look at the present and future of passenger train operation in Canada. The "present" section will feature the Canadian built LRC train, which now operates in the Quebec City-Windsor Corridor, and the future (Amtrak design) bilevel Superliner passenger cars which are soon to be ordered to re-equip Canada's eastern and western transcontinental trains. The "future" section will be an audio-visual look at the comforts which rail passengers can expect, with a review of modern passenger equipment technology around the world.

After Expo 86, portions of the exhibit will rotate on display at major VIA stations; they may also be displayed in railway museums. The VIA exhibit was designed by Jacques Corriveau Designer Inc. of Montreal.

Also at the Vancouver station will be an equipment display providing a unique look back at the Golden Age of Canadian passenger trains. CPR Class G3 Heavy Pacific 2341, borrowed from the CRHA museum St. Constant, and six luxurious cars from that railway's 1929 TRANS CANADA LIMITED that have been painstakingly restored over the past eight years by the railway museum in Cranbrook, B.C., will present a dazzling sight. Known as the "Millionaire's Train", the luxury equipment was operated on the western transcontinental route by CPR as a crack all sleeper First Class train, from Montreal to Vancouver. Built and furnished for great luxury, the equipment incorporated black walnut panels, intricate inlays, heavy carpeting and custom built furniture, all of which provided a decor appropriate to wealthy travellers. Visitors to the VIA pavillion will be guided on a nostalgic trip through the train by Cranbrook Museum staff. This is the last surviving representative of 15 trainsets that were custom built by CP's Angus Shops.

VIA will also operate two miniature trains in the station yard, hauled by vintage locomotives. Children and their parents will be able to ride past the TRANS CANADA LIMITED trainset, positioned alongside its successors, today's VIA transcontinental trains when the latter are at the station.

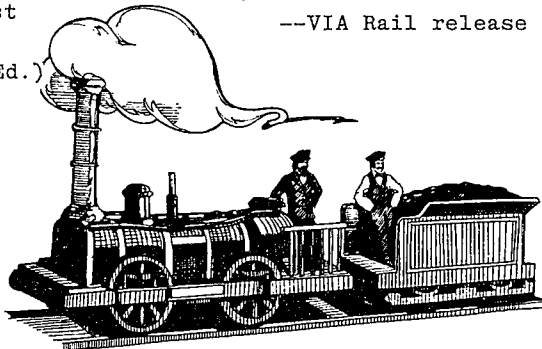
To provide light refreshment for exhibit visitors, VIA has asked Cara Operations to set up an 800 seat outdoor restaurant across the front of the station. Themed to our railway heritage, the Station Cafe will face towards the Expo 86 site through the trees and flowerbeds of Thornton Park, named for the late Sir Henry Thornton, CNR President in the 1920s.

July 21, 1986 will be a special date at Expo 86--officials will declare it Passenger Rail Heritage Day, in honour of that early train which made its short but historic inaugural trip 150 years ago to begin Canada's long railway history. A re-enactment of that first run on the Champlain and St. Lawrence R.R. is planned at its first destination: Saint-Jean-sur-Richelieu, Que. Earlier that month, the first run of a CPR transcontinental train from Montreal to the Pacific will also be celebrated.

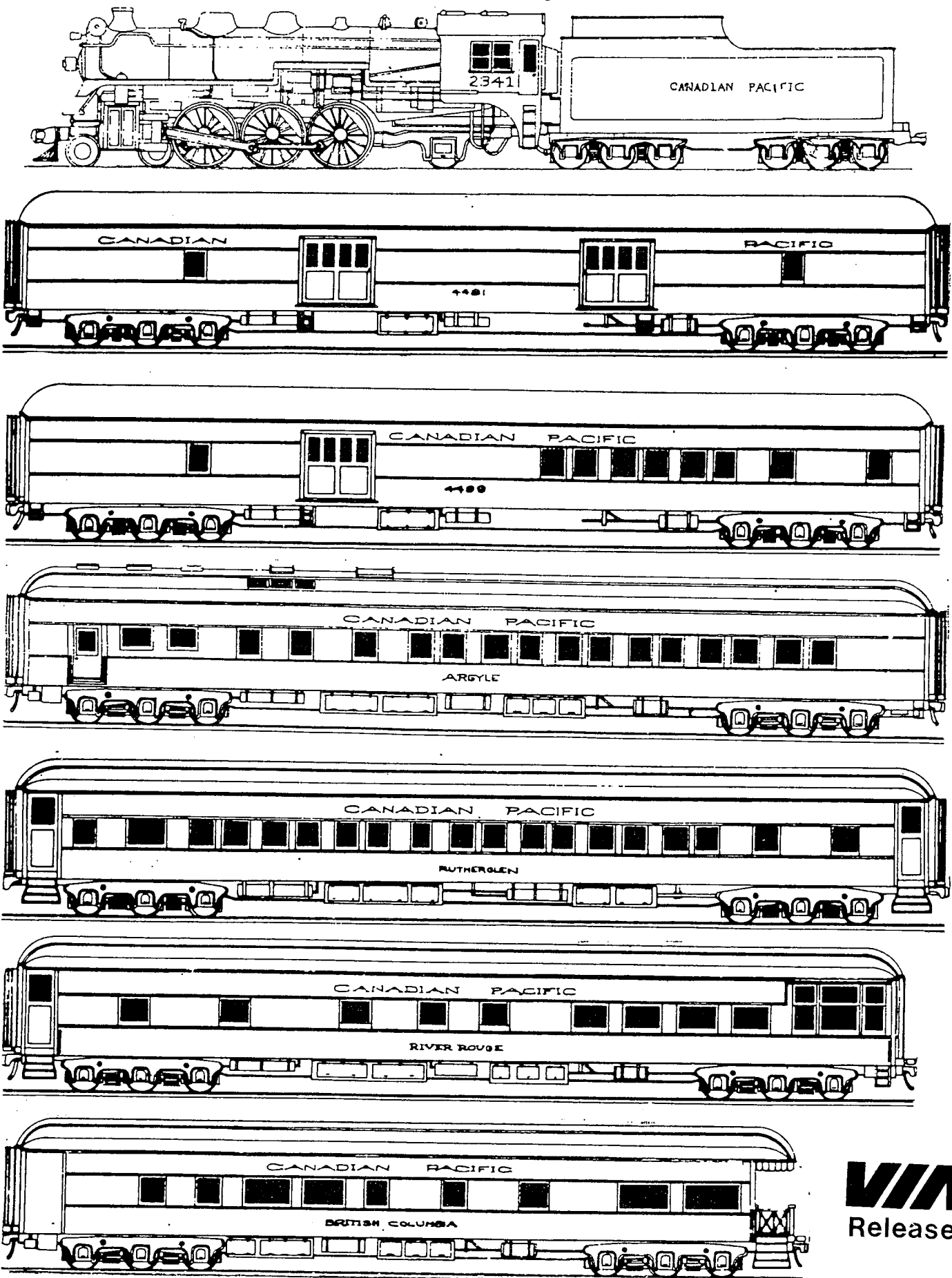
--abridged from VIA Rail release

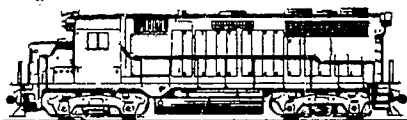
This drawing of the DORCHESTER, the first locomotive of Canada's first railway, the Champlain and St. Lawrence R.R., was created by Andre Seguin of Conceptus Renaissance Inc. It is based on contemporary illustrations and accounts of the locomotive, which began operations on July 21, 1836, inauguration day for Canada's first railway service. --VIA Rail release

(Is that material in the tender coal?--Ed.)



Trans-Canada Limited Rolling Stock - 1929





MOTIVE POWER

and car equipment

--Corrections: Page 13, November 1985 issue: Robot cars on lease to CP from the BCR are lettered BN 106, RCC 7 and RCC 8 (instead of RCC 6). All three cars are ex-BN F7B's; BCR relettered the 2nd and 3rd listed, but not the first; page 15, same issue, the combine on 1201's train is 3051, the numbers 3050 and 3052 appearing in that story represent typo's; further, QNS&L 201, mentioned in the third paragraph, is not on CP.

--Bruce Chapman

--Spotted on the afternoon of Dec. 6, eastbound in a CP freight on the Galt Sub., were three ex-Milw. 'B' unit carbodies on flatcars, with their trucks on a fourth flat; the equipment was reported to be destined for the ONR at North Bay for refurbishing for use on that railway.

--Dave O'Rourke

POWER NOTES BY BRUCE CHAPMAN

CP ANGUS SHOP:1986 SCHEDULE--A. Rebuilds--Jan. 8519 (A), Feb. 8508 (A), Mar. 8647, Apr. 8652, May 8654 (B), June 8701, Aug. 8706, Sept. 8808, Oct. 8817, Nov. 8515 SG Dec. 8527.

B. Other Units--Jan.--4201, 4230, 4237, 5005, 5540, 5576, 5773, 6014. Feb.--4207, 5023, 5526, 5721, 5728, 5915, 5956. Mar.--4213, 4250, 5007, 5505, 5506, 5572, 5580, 5729, 5961. APR.--1801, 4215, 4229(C), 5501, 5502, 5523, 5690, 5700, 5963. May--4225, 4241, 5021, 5528, 5533, 5574, 5726, 5727, 5978. June--1809, 4202, 4216, 4222, 5547, 5575, 5732, 5733, 5958. July--5565, 5776, 5984. Aug. 1806, 4224, 5009, 5223, 5529, 5777, 5968. Sept.--4210, 4226, 5020, 5568, 5579, 5595, 5774, 5775, 5973. Oct.--1807, 4231, 4240, 5011, 5534, 5536, 5569, 5571, 5982. Nov.--1800, 4217, 4233, 5017, 5545, 5570, 5578, 5590, 5983, 6022. Dec.--1808, 4234, 4243, 5015, 5566, 5573, 5577, 5734, 5976.

Notes: (A) Already in shop, Dec. 1985. (B) Already chopnosed. (C) Last unit with narrow stripes.

CP Rebuilds--5408 ex-QNS&L 212 out of Angus Nov. 22; 8839 to 1695, 8821 to 1611, assigned to Alyth (Calgary) replacing 8113, 8115, sent to Coquitlam (Vancouver). 8519 to 1612, to St. Luc.

CP Transfers--1609 was sent to North Bay from Ogden Shops, 1610 to Toronto; 8653, Winnipeg to Alyth as it has a high pilot and can be used on the barge to Slocan-Nakusp;

8508 to 1613 to St. Luc, and 8823 to 1614, no assignment yet.

--3055, 3056 received from GMD Nov. 27, 3057, 3058 Nov. 29.

--B&O 3713 arrived on lease at Cranbrook, B.C. from Morrison-Knudsen Nov. 26.

--7043 arrived John St. (Toronto) Nov. 21, stored unserviceable Nov. 26.; 6593 at John St.

will be leased to Ford Glass; 6620 is leased to Marathon Pulp & Paper Co., Terrace Bay, Ont.; 7024 had been leased to them but went bad order and was sent to Sudbury.

--The steam generator in GP9 8528 is permanently out of service, leaving only 8515 and 8525 so equipped for emergencies.

--The Kennecott Copper Corp. units leased by CP will be trailers only as they lack ditch lights and radios.

--5698 was outshopped from Ogden in December in the EXPO 86 paint scheme and sent to Toronto Yard for assignment to Trains 500-501, Toronto-Chicago (watch out for overheating motor drives, gang!)

VIA RAIL--RDC 6213 is back in Sudbury after repairs; 6207 is in Toronto for repairs.

--6776, the lead unit on Train 12, derailed near Bury, Que. on Dec. 11.

--VIA will assign nos. 6350-6369 to its new F40PH units. expected this autumn.

CP INVENTORY CHANGES--ADDITIONS

Unit No.	Class	Year Built	H.P.	Date	Unit No.	Year Built	H.P.	Date
3041	DRS-20d	1985	2000	Nov.7/85	3049	1985	2000	Nov.15/85
3042	"	"	"	"	3052	"	"	Nov.22/85
3043	"	"	"	Nov.13/85	3053	"	"	Nov.22/85
3044	"	"	"	Nov.7/85	3054	"	"	"
3045	"	"	"	Nov.13/85	3055	"	"	Nov.28/85
3046	"	"	"	"	3056	"	"	"
3047	"	"	"	"	3057	"	"	Nov.29/85
3048	"	"	"	Nov.15/85	3058	"	"	"

--CP Rail has donated switcher 7019 to the Locomotive and Railway Historical Society of Western Canada at Calgary. Among the conditions placed on the donation is that "when displayed, the locomotive will be maintained in a manner that will be a credit to both its Canadian Pacific Railway history and CP Rail's generosity in facilitating its preservation for posterity."

TORONTO AREA SIGHTINGS

By Ben Mills

(CP Rail trains on N. Tor. Sub. unless otherwise indicated).

Nov. 1: TTC RT-10 (garbage car) on 3rd track (Union-St. Andrew), mid-afternoon; VIA 6789-6637 w/b Mimico; CP 8123 N. Queensway. Nov.2: CP Lambton: 8133, 8124, B&O 3704, CP 8167, 1213.

Nov. 4: CP 5925 (B&O 3729-3737)-5532 e/b; CN downtown: 7730, 9576-9594 w/b. Nov. 5: CP 8733-8742. Nov. 6: N. Queensway: CP 7064, 8138-1537; Dock 35: CP 8132, 8133 on containers. Nov. 7: CP 4700-4704 e/b; CANPA: (B&O 3706-3728)-CP 8780; CN Don Yard: 7918 e/b with cars. Nov. 8: SOO 6622-CP 4734-4745 w/b; CP 4727-4557-4780-CR 7760 w/b; CP 3043-4717-4734 e/b; CP 5524-B&O 3736 w/b; CP 1578 N. Queensway. Nov. 9: CP 5531-CR 7762-CP 5525 w/b with about 40 hoppers; Nov. 10: CP 6078-5940-5557-B&O 3518-CR 7804-CP 4718 with about 175 cars e/b; 4500-4262-4738-5525 w/b. Nov. 11: CP 4234-4238-CR 7777-CP 5734 with caboose (no cars) w/b; 5945-5519-5534 e/b. Nov. 12: CP 4233-4215 w/b; B&O 3708 (CR 7477-7765) e/b. Nov. 13: CP 5718-6044-5551-B&O 3704 e/b; Lambton: 8733-4201 no train, latter with engine trouble; CN Mimico: 9532-9629; 1229-1336 idling with train; Ontario Food Terminal: CN 7914. Nov. 15: CP 5501-B&O 3779-CP 5730-5578 e/b; CP 8780 working N. Queensway Yd.; Mimico: CP 7043. Nov. 17: CP Lambton, W End: 1213, 1269 working; VIA RDC 6213. Nov. 18: CP 7043 switching N. Queensway; 8142 e/b to Lambton; VIA 6511, 6314 from Mimico at Park Lawn Rd. Nov. 19: Amtrak 295 on w/b INTERNATIONAL; CP 1578 container terminal; CP 7043 towards Hamilton; CP 5514-4578-5570 (fresh paint) w/b; CP 8155 w/b towards Oakville. Nov. 20: Brampton: CN 2039-2013-2311 e/b to Mac.Yd. Nov. 22: CP John St.: 6504, 7043, RDC 91; 10 B&O units in yard; CN Spadina: 9431-9439-9430-9443 coupled near turntable. Nov. 23: CP Lambton: 4220-4213-4233 w/b; 5502-5519 work train, white flags--first eight cars air dump and other coal cars. Nov. 24: CN 7730 Mimico. Nov. 25: CP 4505-5550 e/b on CN, Brown's Line; Union Stn.: VIA 6525-6521 backing w/b, 6920 waiting to go w/b. Nov. 26: CP 4225 with a few cars e/b; 8124 into Lambton. Nov. 27: CP, Kipling Ave.: 4719-AC 183-CP 4553 w/b; 4504-AC 188 e/b (meeting the former train). Nov. 28: CP Lambton: 1537 idling, 5526-5509 (bad paint), making up tank train; 7052 near turntable. Dec. 2: CP 6024-5980-5564-4722-4719-CR 7747-CP 4512 all idling near N. Queensway; 8142-8162 w/b; 8139 e/b; N. Tor. Sub. 1537 and one car. Dec. 3: CP 5593-5531-6040 e/b; 1537 with 10 cars, pushing e/b from rear; 8144 into Lambton; CN Don Yard: 9545 on passenger. Dec. 4: CP 4215-AC 184 w/b; 5507-5502; CN Mimico: 9408-9415; CP 4242-4204-4214 e/b; 5555-5500-B&O 3738 e/b. Dec. 5: CN 9721 Don Yard; CP 5514-B&O 3718 w/b; Lambton Yd.: 1537, 8133, 4233-8724. Dec. 6: CP Toronto Yd.: 1501-1524-1502 w/b; 5980-5533 e/b and 5512-AC 184 w/b pass at Spadina and Dupont (N.Tor.Sub.). Dec. 7: CP 8921-QNS&L 214 w/b, RDC on end of train; 5744-5547-CR 7749 e/b; 5780-4562-4705-4731 e/b. Dec. 8: CP 6040-5531- e/b; 5965-4512-4740-4573 e/b; Dec. 13: CN, Union Stn.: 7167 and 10 freight cars w/b; CP 6018-5798 w/b. Dec. 14: CP 4719-4702 e/b with 20 cars; 1820 with 30 cars w/b. Dec. 15: TTC RT-12 and RT-11 on Greenwood Yd. centre track, RT-19 in shop; rail piled on east side of Yonge Subway w/b track outside Ellis Portal; SOO 6623-6610 with mixture of cars (not all TOFC). Dec. 17: CP Lambton near turntable: 8131-8167, 4244-4705-5547 idling; CN Mac.Yd.: 4520-3125-5046-9529-9539 n. into yd.; 9588-9558 in from east. Dec. 19: CP w/b towards Hamilton: 5540-8721-1812; 5732-CR 7750 w/b, white flags. Dec. 20: CP 4721-5521 w/b all auto cars, emptys. Dec. 21: CP 1812-8763-1806 w/b. Dec. 22: CP 5983-CR 7765-7747-CP 4719 e/b. Dec. 23: CN Don Yd.: 4487-4908; CP 5976-B&O 3733-5526-CR 7782 e/b; 4508-4718 w/b. Dec. 24: CN Don Yd.: 9513-9543 light; CN 9532 plus steam gen. on VIA train at Union Stn.; Amtrak 349 out w/n on INTERNATIONAL; CP 3080-3078-3077-3076-8724-8763 e/b. Dec. 25: 3050-3051 w/b light. Dec. 26: Union Stn.: VIA LRC 6930-6808; CN Don Yd.: 9313-4523; CP 5902-5677-5522-5413; 5508-4742-4741; 5698-5540-5512-5503 e/b (5698 EXPO 86 livery). Dec. 28: Toronto Yd.: SOO 6623, 6614, CP 8621, CR 7807, 7815, 7803, AC 183 and many Chessie units; CP 5918-5715 e/b into yd. Dec. 30: ONR 1517-1520 s/b and w/b into Union; VIA 6922 waiting to go e/b; CP 5698 (see Dec. 26)-5540-4563 w/b waiting at signal Dupont/Dovercourt. Dec. 31: CN Don Yd.: 9552-9540 light; CP 5677-4731-4562 w/b Dufferin St. (N.Tor.)

WESTERN CANADA--SIGHTINGS & NOTATIONS by Larry D. Morrill

Sept. 22, White River, Ont. CP 4572 and new bridge span on flatcar; Sunshine, Ont. CP grain extra: 5912, 5664, 3017, 5790. Ignace, Ont.: CP Second 415: 4737, 4561, B&O 3717; CP 404: 6013, 6029, 5546; CP Train 403: 5979, 5532, 5738; VIA No. 2: 6305, 6309. Sept. 23--Portage la Prairie, Manitoba: CN No. 403: 5348, 5283; Macdonald, Man.: CP 5578, 5960, Jordan Spreader 402892; Minnedosa, Man.: CP 4038 (museum piece), 3033, 4203, 8200, 4202. Bredenbury, Sask. CP 5845, 5549, 5859, 5846, BCR RCC8, CP 5622, 8617 (w/b). Melville, Sask. --at engine term.: CN 4319, 5165, 5181, 5186, 4318; on CN e/b unit coal train 784: 5274, 5085, 5107; Sept. 24, Keluher, Sask.: CN 5133, 5101, 5145, 5279, e/b unit coal train. Raymore, Sask.: CN 5210, 5025, e/b unit potash train; Saskatoon, Sask.: CN 1031, 1133, 5235, 5237, 5076, 9479, at engine term.; CP 5735 on ballast train; Biggar, Sask.: CN 1082, 1044, 1078 at engine term.; Oban Jct., Sask.: CN 5189, 5529 e/b, CN 4253, e/b, CN 5400, 5411, e/b; Wainwright, Alta.: CN 5172, e/b, with grain empties; Sept. 25: Viking, Alta.: CN 5422, 5409, e/b unit grain train; Jasper, Alta.: CN 5259, 5415, 5412, w/b; No. 353: 5305, 5312. Sept. 26, Canoe River, B.C.: CN 5304, 5111, 5432, e/b; McMurphy, B.C.: CN 414: 5414, 5413, e/b. Kamloops, B.C.--CN Yard: 5608, 7010, 7011, 7012; CP Yard: 8672, 8669, 5740. Sept. 27--Notch Hill Loop, B.C.: CP 5904, ballast train; 5801, 5810, 5625, 5772, 5736, unit coal. Sicamous, B.C.: CP 5858, 5692, e/b. Cambie, B.C. CP 5627, w/b. Sept. 28--Revelstoke, B.C.: CP 8663; Train 601, w/b unit coal: 5847, 5854, 5758, R 1024, 5954, 5677; No. 825: 5870, 5813, 5953, 5931. Glacier, B.C.: CP No. 603: 5818, 5841, 5650, R 1030, 5702, 5844. Rogers, B.C.: CP Unit Coal 803: 5871, 5667, 5831, 6036--lead units; 6030, 6061--helpers; 5565, 5580, 5932, 5666, 5577, 5601 added at Rogers Pusher Station. Sept. 28--Donald, B.C.: CP 5608, 6065, 6052, w/b; Golden, B.C.: No. 67, CP 6017, 5507, 5514. Sept. 29, Skookumchuck, B.C.: CP 5801, 5810, 5772, 5736, e/b. Cranbrook, B.C.: CP 5915, 5592, 5017, Conrail 7793 (black paint). Yahk, B.C. (CP interchange with Union Pacific: CP 5630, 5777. Nelson, B.C.: CP 8692, 3020, 8808, 5651, 8515, 8693, 5688, 6053, 5746, 5731. Oct. 2--North Vancouver, B.C.: BCR 1003, 1001, 631, S406, 2860 (ex-CP Royal Hudson), 3716 (ex-CP 2-8-0, being restored), 601, S401, 721, 751, 730, 614 (about equal mix of old and new paint schemes. Oct. 4--Lillooet, B.C.: BCR No. 24: 713, 765, 729, 707, 804, RCL 686. Oct. 5--Hope, B.C. CP 5826, 5606, 6017, 5697, 5717, hauling e/b coal empties. Spuzzum, B.C.: CP 5693, 5632, 5851, 5702. Boston Bar, B.C.: CN 5351, 5636, 5335, 5131. Lytton, B.C.: CN 5181, 5191. Spences Bridge B.C.: CN 5303 on Work Extra. Oct. 6--Salmon Arm, B.C.: CP 5805, 5803, 5965, 6059, 5775, e/b Unit Coal. Albert Canyon, B.C.: CP 5866, 5674, 6017, 5606, 6069, 5979, w/b unit coal; 5862, 6036, 5589, 5806, e/b grain empties; 5919, 5641, e/b rock train; No. 404: 5818, 5581, 5564, 5608. Donald, B.C.: CP 6045, 5850, 5649, 6058, w/b; 5858, 5566, 5715, 5657, e/b. Moberly, B.C.: CP 5857, 5750, 5647, 5926, w/b; 5873, 5871, 5802, 6031, 5765, w/b unit coal. Oct. 7--Field, B.C.: CP 5578, 5638, 5808; 5835, 5738, 5800, 5709, 5617, w/b grain; 5740; 5870,

5731, w/b. Lake Louise, Alta.: CP 5819, 5833, 5664, 5620, 5706, w/b grain. Oct. 8--Banff, Alta. VIA No. 2: 6569, 6615, 6616. Oct. 9--Exshaw, Alta.: CP 6056, 5663, 5609. Lethbridge, Alta.: CP 5807, 5995, 5952, 5521, 5984, 5943, 5649, 6713, 6717. Oct. 10--Maple Creek, Sask.: CP 5845, 5603, 5900, BCR RCC8, CP 5958, 5573, w/b unit potash. No. 404: CP 5697, 5693, 5986. Oct. 10--Webb, Sask.: CP 405: 6036, 5741, B&O 3731, CP 5016. Swift Current, Sask.: CP 6700, 3030, 3034 at diesel shop. Herbert, Sask.: CP 407: 5946, 5621, 5695. Moose Jaw, Sask.: CP 1554, 3037, 5749, 5942, 8621, 5596, 5746, 6005, 5507 at diesel shop. Oct. 11--Grenfell, Sask.: CP 477: 5680, B&O 3730. Broadview, Sask.: CP 6026. Wapella, Sask.: CP 5627, w/b. Elkhorn, Man.: CP 6049 5678, 5550, B&O 3700, w/b. Oct. 12--Portage la Prairie, Man.: CN 9489, 9530, e/b, 5083, 5093, w/b. Oct. 13--Portage la Prairie: CN 5134, 5528, 4278, 4258, w/b; CP 3040, Pacific 1201, w/b; CN 5218, 5024, w/b; CN No. 360: 5309, 9572; CN 440: 4281, 4272, 4255; CP 5904, 6044, 5592, 6025 --to Minnedosa Sub.; CN No. 851: 4342, 4318; CN 9622, 9553, 5401, e/b; CP 6030, 4209, 5003, e/b CN 403: 5424, 5432, w/b; CP 5736, 5739, from Minnedosa Sub.; CP 5935, 6033, to Minnedosa Sub. CN 9652, 5188, w/b. Oct. 13--Portage la Prairie: CN 5403, 9586, e/b; CP 5917, 5967, to Minnedosa Sub.; CP 5695, 5624, 5930, e/b; CN 5258, 5282, e/b; CP 6001, 5829, from Minnedosa Sub. Oct. 14--Lorette, Man.: CN 5221, 5021, w/b; CN 4243, 4254, e/b. Dinorwic, Ont.: CP 405: 6027, 4702, 4219, 4214, 4244, and two B&O units. Ignace, Ont.: CP 5774, CR 7799. Oct. 15--Schreiber, Ont.: CP 1st 446: 5720, CR 7789, CP 4554; at engine term.: CP 6018, 6023, 5721, 4711 4704. Oct. 16--Sault Ste. Marie, Ont.: Speno Rail Grinder 121. McKerrow, Ont.: CP 8782, 1814 "Espanola Switch". Sudbury, Ont.: CP 407: 5929, 5746, B&O 3712; CP 4222, CR 7770, CP 4550, 4729, 1595, 4232 at shop; CP 471: 5414, 5757, 5750. Britt, Ont.: CP 415: 5660, 5792, B&O 3730.

Short Hauls by Bruce Chapman

--CN has torn down its two storey station at Capreol, Ont.; VIA has constructed a replacement building for passengers.

--An agreement signed between CN and Amtrak meant that Jan. 11, 1986 saw the last intercity passenger train depart CP's Windsor Station, Montreal (leaving only MUCTC commuter trains). Starting Jan. 12, the Montreal-New York City ADIRONDACK was moved to CN's Central Station.

--Should CP agree to move the steam locomotives to EXPO 86, the railway will probably require a CP diesel at the head end. with the steamer "working steam".

--The CTC has ordered the QNS&L Ry. to continue its passenger train operations despite a \$2.5 million annual loss. It consists of a twice-weekly Schefferville-Sept. Iles train, and a weekly run from Ross Bay Jct. to Wabush and Labrador City. The Schefferville run, totalling 358 miles, takes 11 hours, leaving Tuesdays from Sept Iles, and returning Wednesdays: additionally, on Thursdays and Fridays only it goes to Labrador City, 261 miles. The Schefferville train is switched at Ross Bay Jct. The passenger service commenced in mid-1954 to Schefferville; early 1960 saw service extended to Wabush and Labrador City following construction of the branch line from Ross Bay Jct. Prior to 1983, both Schefferville and Wabush-Labrador City were served twice weekly, then service was cut following the closing of the iron mine at Schefferville.

--Nova Scotia's Devco Ry. has received permission to abandon a portion of its main line from MacAskill's Grade, Mile 16.75, to Broughton Switch. Mile 26.35, plus the Port Morien Extension, running off Mile 20.75 for 2.1 miles to Port Morien. The main line was constructed under a railway contract between the Dominion Coal Co. and the Province of Nova Scotia, dated Feb. 17, 1894, linking Sydney with Louisburg. The Louisburg and Broughton lines were abandoned in mid-1967. Freight traffic to and from Broughton ceased in 1970; the Port Morien Extension was built by Devco in the summer of 1976 for summer passenger excursions, which ended on Sept. 7, 1979. Since then, no trains have operated past MacAskill's Grade.

--Hearings took place on Nov. 6-7 in Port McMurray and Lac la Biche, Alta.. re discontinuing CN Mixed Train 89-290 between Edmonton and Waterways.

--A hearing was held on Nov. 23 in Edmunston, N.B., re-examining the 1983 CTC decision ordering CN to continue operating the Temiscouata Sub. between Riviere-du-Loup, Que. and Cabano, Que. CN wanted to abandon the entire line to Edmunston; this was not allowed due to the request of the on-line Cascade Paper Co.; however they have since switched over to TOFC, so no traffic has materialized on the line; the 1983 loss was \$282,622.

--CN has applied to abandon a portion of the Caraque Sub. from East Bathurst, N.B. Mile 4.34, to Tracadie, Mile 72.04; 1981 - 1983 losses ranged from \$515,000 to \$920,097. Hearings took place in Bathurst Oct. 21.

--Hearings were held in Woodstock, N.B. on Oct. 24 concerning CN's application to abandon a portion of the Centreville Sub. from Valley, Mile 0, to Centreville, Mile 27.72. This is a periodic review which the CTC has ordered to be held.

--The Burlington Northern has received approval to abandon its "main line" from the International Boundary, Mile 144.0, to Keremeos, B.C., Mile 161.1, total 17.29 miles, constructed in 1907 from the border to Princeton, B.C. GN took over the line in 1945 from the Vancouver, Victoria and Eastern Ry. & Navigation Co., becoming BN in 1970. The railway was abandoned in 1937 between Princeton and Hedley, and in 1954 between Hedley and Keremeos. The remainder was operated until 1982 when no further traffic was offered. Then, in January 1985, BN's Eighth Subdivision, between Chopha, Wa. and Oroville was abandoned, thus isolating the B.C. trackage from BN-U.S.

--The CTC wants all Canadian passenger locomotives to be equipped with ditch lights; also, vandal-proof locks will soon be required on all track switches.

--CN has CTC authority to construct a connecting track at Fargo, Ont. between Mile 169.96 of the former Canada Southern main line, and Mile 11.92 of C&O's No. 2 Subdivision. C&O has running rights on CASO.

--Hearings took place in Temiscaming, Que. Nov. 5 regarding CP's abandonment application for the Temiscaming Sub. between Mile 47.9 and 106.5, plus the Ville Marie Sub., from Gaboury, Mile 0, and Ville Marie, Mile 7.7. 1984 losses of the two lines totalled \$789,472.

--On Nov. 14 hearings took place in O'Leary, PEI concerning CN's application to abandon the Kensington Sub. between Linkletter, Mile 19.45 and Tignish, Mile 84.61; 1983 loss \$484,954.

--Hearings were held in Port Hawkesbury, N.S. Nov. 12 concerning CN's abandonment plans for the Inverness Sub. between Port Hastings Jct. Mile 0 and Inverness, Mile 55.64; 1983 loss \$842,362. --Also on Nov. 12 hearings took place in Forest, Ont. (near Sarnia) concerning CN's abandonment application for the Forest Sub. between Lucan, Mile 15.5 and Forest, Mile 48.0; 1983 loss \$206,846.

--CN has authority from the RTC to abandon the Dunnville Sub. between Ft. Erie, Ont., Mile 2.0 and Nickel (near Port Colborne) Mile 17.6 and between Macy Mile 20.9 and Caledonia Mile 58.28; 1984 loss \$394,804. The line had had no traffic for the past several years. It was one of the earliest railways in Ontario, being a portion of the Buffalo and Lake Huron Ry. Co., incorporated May 16, 1856 to build from Ft. Erie to Goderich. One section approved for abandonment may yet be saved, as Domtar wants a portion to expand a gypsum mining operation located close to the line, near Haldimand. Should raw materials be shipped by rail, this trackage will be used to connect the operation with its manufacturing plant at Caledonia, some three miles to the north-west of the mine site.

--C&O was planning on pulling out of St. Thomas, Ont. on Dec. 31, 1985, eliminating about a dozen jobs in the Car Dept. Being transferred to Sarnia are the Assistant Superintendent and the Road Foreman; the dispatcher remains at St. Thomas for the moment as the CTC has not given permission to take the signal system out of service. A London scrap dealer bought the stored Canadian built Geeps for about \$7000 apiece, plus the 250-ton capacity steam wrecking crane and accompanying cars. Units gone were 5737 (burned up), 5730-36, 5738, 5744, 5773, 5781 plus SW9 5240, to John Zubrich Scrap Dealers.

DEAD—BUT WON'T LIE DOWN! by Sandy Worthen

Montreal Mayor Jean Drapeau's proposal to build a state-of-the-art, high speed rail line from white elephant Mirabel Airport to New York City excited plenty of comment and even more press coverage. For awhile, it seemed that cost estimates were high enough to discourage any more discussions, but a story in the Montreal GAZETTE recently by Anne Tremblay confirms that the proposal is still very much alive.

A high speed train, travelling at 186 mph, could make the Mirabel-Montreal-New York City trip in a little over three hours. Promoters are fond of comparing this time with the current 8½ hour ride on Amtrak's ADIRONDACK, via the Delaware & Hudson Ry.

Late in October 1985 Canadian and American officials resumed discussion of the proposed new railway at a one-day meeting with bankers in New York City. No one was surprised to see Michel Walrave, Director of Studies, Planning and Research for the French National Railways (SNCF), at the conference. Walrave, who initiated discussions at the request of Mayor Drapeau, concluded that studies prepared for both the SNCF and the consulting firm of Peat Marwick Mitchell showed that, while the SNCF's Train a grande vitesse (TGV) system could make a profit from year one of operation, it would not be sufficient to develop the necessary infrastructure. Peat Marwick's numbers said that the system would cost between \$1.7 billion and \$2.3 billion in 1983 U.S. dollars. The operating profit was tabbed at \$30 million in the first year of service.

To establish service, Walrave figured that the governments involved would have to fund (= pay for) some 20 TGV trainsets each worth about \$10 million, as well as new track priced at about U.S. \$2 billion. The State of New York has already expressed its willingness to fund part of the project, Walrave said. Added impetus for this project came from Cannes, France, where the SNCF unveiled its second generation TGV trainsets in mid-October, during a week long symposium on French research and technology. The TGV system has been enormously successful in France. In comparison with other high speed passenger train systems worldwide, the SNCF has emerged as the leader in the field. And they are trying harder!

At the New York City meeting there were representatives from the States of Vermont and New York, the Government of Quebec, the City of Montreal, and officers from Morgan Stanley & Co., Paine Webber Inc., the Banque Indosuez, and a number of other investment houses and banks. Participants agreed that the project is viable economically, but fares alone would be insufficient to pay for the line, even in the long term. Cost sharing with other companies, such as telecommunications and hydro transmission concerns, would have to be examined. Joint financing between public and private sectors would be a possibility.

Claude Piche, Montreal's Industrial Commissioner, was enthusiastic--still. He reiterated "This project is going forward."

NFTA RAILBUS OPERATING SCHEDULE

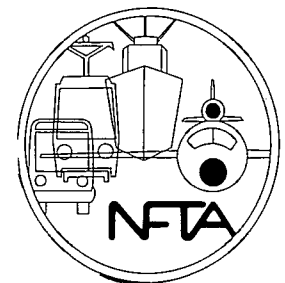
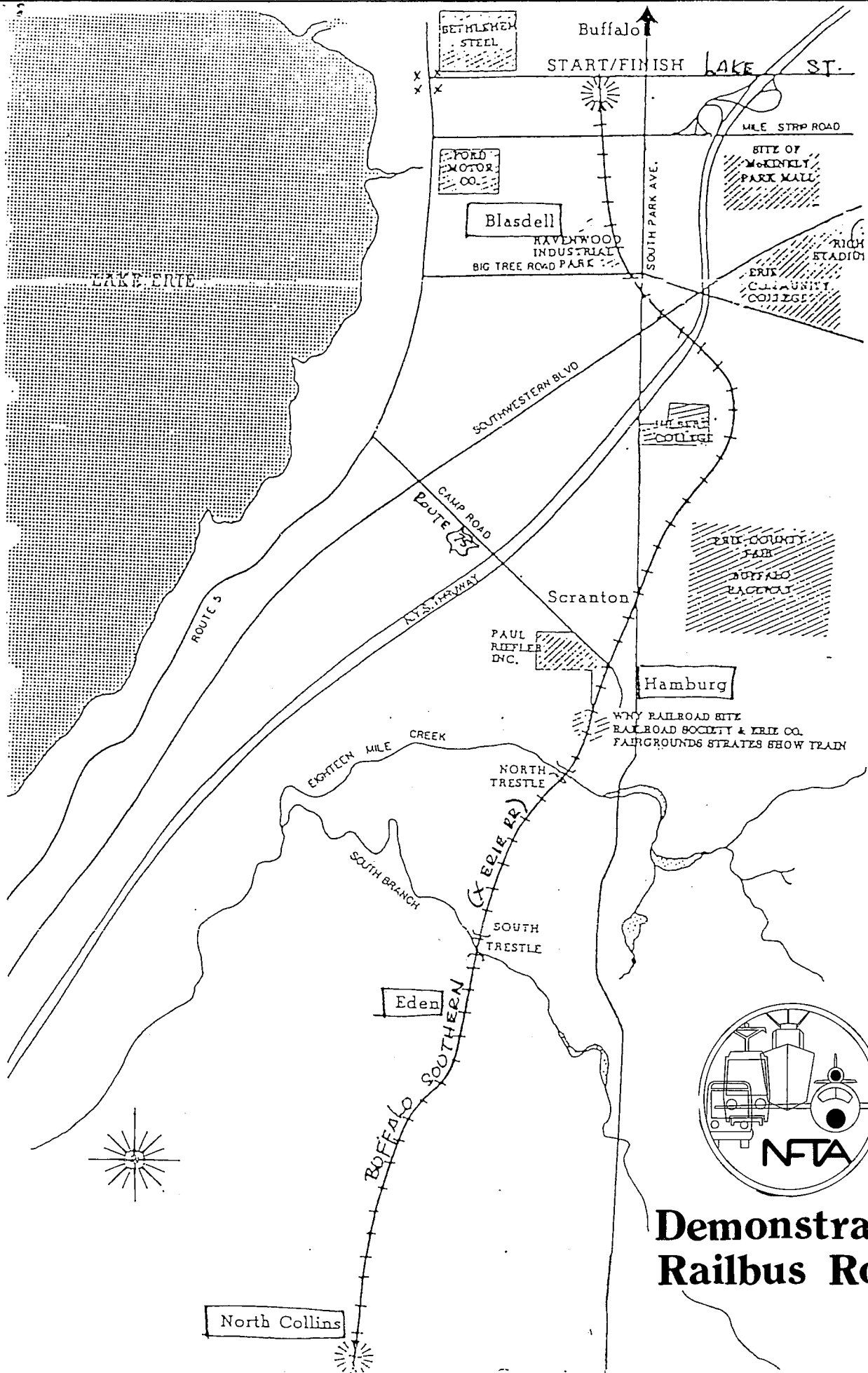
from Neil McCarten

Southbound

<u>Buffalo</u>	<u>Blasdell</u>	<u>Hamburg</u>	<u>Eden</u>	<u>North Collins</u>				
8:10*	8:30	8:55	9:10	6:35	6:05	6:20	6:35	*bus connection
11:10*	11:30	11:55	12:10	12:25				
2:10*	2:30	2:55	3:10	3:25				No service Mondays and Tuesdays
5:10*	5:30	5:55	6:10	6:25				

Northbound

<u>North Collins</u>	<u>Eden</u>	<u>Hamburg</u>	<u>Blasdell</u>	<u>Buffalo</u>
6:45	7:00	7:15	7:40	8:00*
9:45	10:00	10:15	10:40	11:00*
12:45	1:00	1:15	1:40	2:00*
3:45	4:00	4:15	4:40	5:00*
6:30	6:45	7:00		



**Demonstration
Railbus Route**



Canada's passenger rail network

by John Moseley

CANADA'S PASSENGER RAIL NETWORK SYSTEM TIMETABLE, WINTER/SPRING 1985-86

The Winter/Spring timetable became effective Oct. 27, 1985. Perhaps the most interesting highlight in the timetable is the announcement of the restoration of Palais Station in downtown Quebec City, which occurred on Nov. 8 as reported in the December NEWSLETTER.

A new departure time for the eastbound ATLANTIC (Halifax-Montreal via Maine) now sees the train departing Montreal at 1800, and arriving in Halifax at 1600 the following day. The former departure time from Montreal was 2045. The timetable describes the new departure time from Montreal (in relation to U.S. Customs inspections at a more civilized hour) as more convenient yet departs just one hour 45 minutes prior to the scheduled arrival of THE CANADIAN in Montreal from Vancouver. Clearly a stalwart transcontinental traveller is expected from now on to stay in Montreal overnight—a wait of 22 hours.

Obviously, VIA Rail is mindful of the fact that THE CANADIAN is often very late upon arrival in Montreal from the west. Track relaying in Northern Ontario may well be the most important reason for the recent lengthy delays on this service. It would seem that VIA does not publish detailed figures of late arrivals of any of its services.

An improvement is announced in the Mont Joli-Quebec City schedule. The day train from Mont-Joli to Montreal has an improved schedule of no less than 70 minutes. With no fewer than 13 stops over a distance of 359 miles, this is a creditable improvement.

New departure times of the LAKESHORE (Ottawa-Toronto) are also announced. This train now departs Ottawa at 1145 and arrives in Toronto at 1645. This gives an excellent connection with Train 77 (Toronto-Windsor). Leaving Toronto at 1715, the latter arrives in Windsor at 2135, giving an overall time from Ottawa to Windsor of 9 hr. 50 min.: a cut of 25 min. over the previous timetable; a significant improvement.

The other side of the coin is the cuts which have been made in some corridor services. On the Ottawa-Toronto run the daily weekday service has been cut from five to four trains, although what has actually been removed is a Kingston-Ottawa bus connection. Montreal-Brockville Trains 53 and 54, LAKESHORE, have been removed from the timetable, with Trains 55 and 56, BONAVENTURE, now serving Prescott passengers. Toronto-Sarnia trains 682 and 687 now operate six days a week instead of daily, missing a weekend trip in each direction.

The Edmonton-Calgary VIA passenger train service has ended, and has been replaced by Greyhound bus services. In the summer 1985 timetable there were nine daily combined bus and train services between Edmonton and Calgary; this has now been cut to seven bus services over the same route.

Many of the Toronto-Montreal passenger services have had their running times reduced by 10 minutes. Train 61, for example, leaves Montreal at 0725 and arrives in Toronto at 1200—a timing of 4 hr. 35 min. for the 335 mile journey. It would be interesting to compare such timings with those of a century and half a century ago. Another long distance train to have had cuts of 10 minutes in travelling time is the daily Chicago-Toronto INTERNATIONAL. It would seem that the majority of the remainder of the service in the timetable has remained virtually unchanged.

Physically handicapped passengers have facilities offered at rail stations marked in the timetable by a distinctive new logo. VIA offers a variety of savings in rail fares, including round trip excursion fares "Continental Savers" and VIA "Ambassador" fares for the "Senior" set. It would seem that, for many journeys, the only people paying full fare would be those taking a one way trip. The best bargain still seems to be the Canrailpass—possibly the best rail bargain in the world with the exception of Eurailpass. VIA offers a variety of souvenirs for sale including the Scenic Rail Guide—an absolute must for any rail enthusiast.

Now for a personal note. On a recent overnight trip to Montreal from Toronto I took Train 58, the CAVALIER. The train departs from Toronto Union Station at 2335 and the sleeping cars and Dayniter coaches are open for occupancy at 2230. Yet, the equipment did not arrive in the station until a few minutes before departure time; It is likely that most sleeping car passengers were not settled down until the train had passed Guildwood, the first stop out of Toronto. It would be interesting to know whether the late arrival of overnight passenger equipment in Union Station is a regular occurrence. It would seem that this train has an excellent record for punctuality.

Yet another interesting timetable. Perhaps now is the time to plan that summer trip for 1986. How about the mixed train from Bishop's Falls to Corner Brook, Nfld., or, closer to home, a ride from Kakabeka Falls to Umfreville? A good "read" for a cold winter's evening.

--A fault in recently installed signals at the entrance to the Willowbrook maintenance facility resulted in major disruptions to the evening rush hour GO train service on Nov. 28. The signal malfunction forced the closure of the prime entrance/exit from the storage area just as the rush hour trains were starting to move to Union Station. Trains were forced to use an alternative routing which consumed extra time and caused congestion. Most severely affected was the Pickering route, where two cancelled trains meant that service to intermediate stations was suspended between 1513 and 1659. An express from Union to Pickering was operated at 1634. The first Georgetown train was cancelled and the fourth train on that route ran 12 minutes late. The first Milton train was 13 minutes late while the last Richmond Hill train departed 20 minutes behind schedule. Other less severe delays occurred on virtually all services. The signal problem was corrected at 1807.

--GO Transit Commuter Bulletin via Bob Sandusky



UCRS and other events and activities

by Ed Campbell

--Toronto UCRS members were treated to an address by Tom Henry, of GO Transit, at the December 20 regular meeting. He dealt with the rise and fall of the GO-ALRT project, and covered future plans for the commuter rail system now that "conventional" equipment and continued operation on CN and CP lines appear to be committed for the indefinite future. Details of what the next few years are expected to bring, so far as they are known to date, are presented in the lead article in this issue. Stressed in the speaker's address was the way in which the original "joint venture" spirit between GO Transit and CN that was evident in 1967 had become transmuted into an adversarial relationship 10 years later, during the Robert Bandeen administration of CN. By this time any thought which that railway may have had of co-operating in the provision of a social service had been displaced by the objective of wringing a profit out of the commuter agency. Our speaker revealed that consideration was even given in later years, at least on the part of GO Transit management, of recommending total abandonment of the rail portion of the operation because of the position of CN and the seeming impossibility of making any headway against it. (It can never be more than a matter of conjecture now, but one would have to think that the outcry from the passengers, and from Provincial MLA's representing the areas served, would have been such as to cause the government to maintain the service in any case.)

The situation, of course, gave rise in 1982 to the GO-ALRT scheme, originally conceived as operating with ICTS technology, but progressively modified during the life of the project towards conventional electric railway technology. The increasing realization of the vast cost of the scheme, together with various political problems not anticipated at the outset, eventually led to the scrapping of the plans, after contracts had been let and grading commenced for the GO-ALRT test track section between Pickering and Whitby. An added incentive to discard GO-ALRT, of course, has been the prospect of new Federal legislation which will impose a new context in which VIA Rail and commuter rail agencies may deal with the two major railways, a context in which the latter will presumably be required to levy charges for the use of their facilities which more truly reflect the costs involved.

--Shown at the December Toronto meeting were slides of some of a group of 250 retired Vancouver Brill trolley coaches in the yard of a scrap dealer at Mitchell Island, B.C.; it was also reported that ALRT demonstration runs in December were carrying around 100,000 passengers per day.

The UCRS election will be held at the regular Toronto meeting on Friday, Feb. 21, 1986 in the 6th floor auditorium of the Education Centre, corner of College and McCaul Sts., at 7:30 p.m. Nominations are now being received for the three vacant Directors' seats. Please contact President John Thompson at (416) 759-1803. To vote, you must be a member in good standing. Why don't you run?

CN has made application to demolish Oriole Station, located just south of York Mills Rd. on the east side of the Bala Sub. This station has substantial historical value as it is located at the junction of two former Canadian Northern Ry. lines, one leading into Toronto, terminating at Don Station, and the other diverging to the south-west to lead to the Canadian Northern shops in Leaside. This latter branch was intended to carry on to the U.S., crossing in the vicinity of Niagara Falls, following the right-of-way of the original (c.1904) power line from Niagara Falls to Toronto. In fact the towers of the power line were so located as to accommodate a railway on the right-of-way. Members and readers interested in the preservation of the station should make their concerns known by writing to the Canadian Transport Commission in Ottawa.

Friday, January 17--Regular UCRS Toronto meeting at the Education Centre, College and McCaul Sts., Toronto, at 7:30 p.m. Bob McMann will present a slide show commemorating the 10th anniversary of the opening of the Bloor-Danforth Subway and the street car lines affected by the opening. Bring your newscast slides; guests are always welcome.

Friday, January 24--Regular UCRS Hamilton Chapter meeting in the CNR station, Hamilton. Members' 35mm slides will be featured--visitors always welcome at Hamilton.

Thursday, February 13--CRHA Toronto and York Div. meeting at 235 Queen's Quay West at 8 p.m. Visitors welcome.

Friday, February 14--Ontario Society of HO Model Engineers meeting at Rosedale Presbyterian Church, corner of South Dr. and Mt. Pleasant Rd. at 8 p.m. Admission free.

Saturday, February 15--Panel presentation sponsored by Transport 2000 Ontario: "Rails Across the Border: The Future of International Rail Services between Canada and the U.S." Invited speakers: Ross Capon, Executive Director, NARP; representatives from New York State DOT, Ontario's MTC, Michigan State DOT, Ministry of Transport, Canada, and Transport 2000 Canada. 1:30 p.m. in the Library at Hart House, University of Toronto; follows the AGM at 10 a.m. of Transport 2000 Ontario.

Friday, February 21--UCRS Annual Meeting (see earlier note) and regular Toronto meeting in the Education Centre, College and McCaul Sts., at 7:30 p.m. The election of Directors and presentation of annual reports will take place; the entertainment will be announced in the February issue. Bring your newscast slides.

Friday, February 28--Regular UCRS Hamilton Chapter meeting at 8 p.m. in the CNR station, Hamilton. Newscast slides welcome, as are out-of-town members and guests.

Items from "THE SANDHOUSE"

--The Boards of Directors of the B.C. Hydro Ry. and the B.C. Ry. have decided against a proposed merger of their operations. It is assumed that the Provincial Government will take note and proceed no further.

--BCR has received five SD40-2 units, 763-767, painted in the red/white/blue livery.

--Further electrification of the coal carrying line from Tacheeda (junction with the Tumbler Ridge branch) to Prince George will not proceed unless B.C. Hydro is prepared to give long term contracts with better prices for electricity.

--The steel on BCR's unfinished Dease Lake extension is in "horizontal storage", according to President M.C. Norris, and may be salvaged. In 1968, BCR built a 75 mile branch from Odell (30 miles north of Prince George) to Fort St. James. The B.C. Government then announced that a \$68m, 419 mile line was to be built from Fort St. James to Dease Lake, for mid-1974 completion. Due to construction problems and cost overruns work was halted in 1977, when rails had been laid for 197 miles at a cost of \$165 million and an additional \$160 million was needed to finish the job. BCR then operated the southerly 145 miles of line, but in April, 1983 all operations north of Ft. St. John were abandoned. One 81 mile stretch was laid with brand new 100 lb. rail and BCR may salvage this. The line could still go into operation if the Provincial Government decides to underwrite costs, in order to have a route to bring out timber or high grade anthracite coal at Mt. Klappan, owned by Gulf Resources Canada. The latter would also need a costly branch to the port of Stewart, requiring several tunnels.

--Prince Rupert's new high tech grain terminal is now open. Capable of moving 3.5 million tons annually, it can accommodate four trains of 98 hopper cars each. Located on Ridley Island, 4.3 miles south of town, the new facility and a previously opened coal terminal occupy only 1/4 of the island, therefore more bulk terminals are expected.

--as extracted from "THE SANDHOUSE, organ of the Pacific Coast Division, CRHA



Maintenance and upgrading of former Canada Southern Ry. properties in Southwestern Ontario is continuing on schedule and before year's end CN will have invested approximately \$4 million in related projects. CN, in partnership with CP, purchased from Conrail all of its interests in the Detroit River Tunnel Co. (100% of issued shares) and the Canada Southern Railway Co. (72% of issued shares) in April 1985 for \$25 million U.S. The partnership acquired the balance of the CSR shares from the

minority shareholders in June at a further cost of \$8.6 million, Cdn.

CN's priority is to activate connections at Chatham and Fargo so that the CASO line west of the connections can be used as the main line to Windsor, reducing transit time to Michigan and the south. It was expected that both connections would be completed before the end of 1985. The Chatham connection will cost \$988,000 and the Fargo connection roughly \$1,016,000. CN has replaced 8000 safety ties in the middle section of the line, as well as an additional 30,000 ties between Windsor and Fargo, and will be installing 20,000 cubic yards of ballast at a total cost of \$1,139,000. Started, but not expected to be completed until 1986, is a feasibility study into the enlarging of the Detroit River Tunnel. A CN and CP committee has been established for this purpose.

--CN Great Lakes Region News

--Here are some observations on railways worldwide from the October 28, 1985 issue of U.S. NEWS & WORLD REPORT. They are presented verbatim, although this reporter refrained with difficulty from commenting on some of the statements.

Upgrading Foreign Railways: Railroads abroad, most of them state owned, are in for modernization and expansion, though few promise to pull out of their money losing ways. Swiss railways are rated as being efficient and well run, yet even they post chronic deficits. Subsidies to loss producing lines serving remote, less prosperous regions are deemed "inevitable. Investment plan to year 2000 calls for \$2.6 billion to expand the 3000-mile Swiss system. The French nationalized railroad posts regular losses despite subsidies, but is to balance its books by 1989. Train de (sic) Grande Vitesse, cruising at 167 MPH, has earned money since it began service on the Paris-Lyons run in 1981. The French aim to link major cities with TGV service. West Germany eyes 10-year, \$10.5 billion outlay to handle fast trains, other changes.

State Role in Field Questioned: Britain under the Thatcher government never has favoured the subsidized, nationalized industries, has told British Rail to slash its dependence. Italy's state railways soak up \$5 billion yearly in government funds. Momentum to privatize Italian railroads is rising, though the bureaucracy is adept at maintaining access to government purse strings. In Asia, a panel has urged denationalizing Japanese National Railways. Of JNR's 237 lines, all but eight ran in the red in the latest year. To Chinese leaders, antiquated rail lines delay economic rebuilding. Inability to deliver goods hampers industry, creates spot shortages, contributes to higher prices. Peking in 1985 probably will spend almost as much on rail improvement as 1984's \$2.37 billion. India's railways may get \$10.5 billion during the country's 1985-1990 five-year plan. Canada's VIA Rail passenger unit recently ordered (the country's) first new long haul (passenger) locomotives in (almost) 30 years. Freight haulers Canadian National and Canadian Pacific are mapping a 10-year, multi-billion dollar push to upgrade their systems.

--Sandy Worthen

--CP Rail plans to inaugurate double stack container service between Vancouver and Chicago within the next year if agreements can be reached with a shipping line. The operation would probably make use of double stack flats leased by SOO-Milwaukee. A likely shipping line candidate is Maersk.