



Newsletter

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



CN's Oriole Station, on the Bala Sub. just south of York Mills Rd., is awaiting an uncertain future at press time; the City of North York would like to preserve it on site, but CN is insisting that the former Canadian Northern structure be moved elsewhere, or demolished. This photo was taken in August, 1985 by John Thompson.



TTC PCC 4674, still sporting its coupler but painted a dark green, is being used as a shelter for people viewing horseback riding at a riding stable north of the Metro Toronto Zoo, in north-east Metro Toronto.

--Ben Mills



The alignment of the proposed TTC Harbourfront LRT line is shown in this view looking east towards York St., as are the high rise development and traffic jams which have spurred construction of the project. Since this August, 1985 photo was made, the CPR track has been lifted, but the median strip remains, awaiting widening for the LRT tracks. --John D. Thompson



CP Rail EXPO 86 SD40-2 5698 is pictured in Toronto on Dec. 30, 1985. The unit retains its CP 'Action Red' livery, with a red, blue and yellow design on a white background. EXPO 86 lettering is blue. The locomotive is based at Toronto. --Ben Mills



SKYTRAIN OPENS

culled from press reports and other material forwarded by
Angus McIntyre

Skytrain it is called--a somewhat more imaginative appellation than "RT"--but the technology is the same, viz. UTDC's Intermediate Capacity Transit System. The operational arrangement is different in that a cab attendant is not used, although there is a circulating on-board attendant. Also, Skytrain uses the Proof of Payment fare system. The Vancouver rapid transit line, which commenced regular revenue service on Jan. 3, is considerably more extensive than the TTC's Scarborough line, stretching 13.3 miles from the Vancouver waterfront in a south-easterly course to suburban New Westminster. The period of construction was a little under four years, with the original ground breaking ceremony having occurred on Mar. 1, 1982. The Vancouver Sun says that a seven-year construction job was "fast tracked" into four years. The cost, nevertheless, came in high at \$854 million.

The double tracked standard gauge facility is constructed essentially on a twin beam elevated guideway, into the construction of which went 1044 locally manufactured concrete beam sections. There are also several significant lengths of ground level running, particularly in the 29th Ave. Station area and near the line's Burnaby Maintenance Centre. The only tunnel section represents the ingenious re-use, in double deck fashion, of the former CPR Dunsmuir Tunnel in downtown Vancouver, which takes the line via a hairpin turn down to the Seabus Terminal at Waterfront Station.

There are 15 stations on the present Skytrain line, which number will of course increase with line extensions south-easterly and north-easterly from New Westminster across the Fraser River to Whalley and Brunette respectively (the south-easterly prolongation is now under construction). Station length is 245 feet, accommodating six-car train lengths, and each station is equipped with an elevator, permitting access to wheelchair bound passengers. The stations were designed by two local architectural firms. One, Alan Parker and Associates, featured exterior trusses to support the roof as well as a "kit of parts" architectural concept, under which stations can be expanded or otherwise altered. The design uses a tubular steel framework, to which are bolted white porcelain enamel wall panels. The framework curves to the roof, and attached to it is a curved white metal mesh screen which forms a false ceiling over the platform. Hand and toe rails (printed red in the city stations and green in the suburban stations) are bolted to the frame, on which white seats can be clipped; at roof level there are two similarly painted rails to which are attached blue station nameboards with white lettering. The second architectural firm involved in station design was Thompson, Berwick, Pratt and Partners, whose stations are designed to blend into their neighbourhoods or backgrounds, relying on concrete decks, a light steel roof suspended on slender steel columns, glass panels and glass balustrades. An example is the Edmonds Station. This firm also designed the New Westminster Station, which is designed to be swallowed up by a future shopping mall. Main St. Station has been made as invisible as possible in order that the mountain backdrop to views down Main St. are occluded as little as possible.

Details on operating times and service frequency are presented in accompanying tables, reproduced from BC Transit publicity material. Also presented are details on fares (Skytrain operates through only two of the Vancouver Regional Transit System's three fare zones). Noteworthy is the system's use of lower offpeak fares for multi-zone riders (the \$1 adult fare covers all three zones from 9:30 a.m. to 3 p.m. and after 6:30 p.m. weekdays, and all day Saturdays, Sundays and holidays. This fare system, of course, encourages offpeak riding and causes the peak hour rider to pay a premium for the expensive rush hour operation which is necessary to accommodate him. Automatic ticket issuing machines (again see accompanying material for details) accept \$1, \$2 and \$5 bills and all Canadian and U.S. coins other than pennies and 50¢ pieces.

Opening Day--BC Transit and the Provincial Government decided to have the opening ceremonies associated with the start of free demonstration rides, rather than with the Jan. 3 regular service startup. On Dec. 11, first day for free rides, Premier Bill Bennett and other notables took part in a three-station opening ceremony (Waterfront, Metrotown and New Westminster) which took most of the morning to complete. The first train passed through five banners at Waterfront, then carried 240 VIP's and media reps to the other two stations. Also present, representing the UTDC connection, was Ontario Premier David Peterson. One notable who declined to attend was William Vander Zalm, former B.C. Transportation Minister, the man who engineered the switch from the previously planned LRT system to ICTS. At New Westminster Premier Bennett declared the rapid transit system "officially open".

The press reported that the first day's operation was marked by a series of unexplained delays which greatly lengthened the scheduled 27-minute one way trip time. Some trains did not have public address systems hooked up. Free demonstration rides followed on December 12, 13, 14, 20, 21, 27 and 28, the operating period on each day being 12 noon to 9:30 p.m. Angus McIntyre of Vancouver reports that the first day saw 100,000 riders, the 12th had 80,000, and on Saturday the 14th there were one to one and a half hour waits in long lines at New Westminster. He adds that the small cars had over 100 persons crammed into each of them and that "Granville and Georgia at 5:15 p.m. looked like Bloor and Yonge."



NEWSLETTER

The Newsletter is published monthly by the
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NOTES FROM OTTAWA by J.M. Harry Dodsworth

--In December, a VIA Montreal to Ottawa train was involved in a fatal grade crossing collision at Glen Robertson. This line is getting as dangerous as Calgary to Edmonton.
--The eastbound CANADIAN due Jan. 7 ran about 20 hours late as it was held up by a freight derailment near Schreiber in Northern Ontario.
--The westbound CANADIAN on Jan. 8 was struck by a tractor trailer loaded with paper near Haley Station. The train was derailed, with the steam generator car suffering severe damage while windows were broken in the cars although no passengers were seriously injured. The truck driver survived.
--CP Rail had a disastrous derailment on New Year's Eve near Tichborne on the Toronto to Montreal main line. Eight locomotives and 35 cars piled up and two containers of acid fell into Sucker Lake. Clearing the wreck and removing the acid took over two weeks. An inquiry has been ordered but preliminary reports suggest a track problem.
--It has been proposed that CP Rail turn over the Hull to Maniwaki line to the enthusiast committee in return for a tax credit of \$9 million. Negotiations continue.
--VIA is testing cars reserved exclusively for non-smokers between Montreal and Toronto.
--The EMPIRE STATE EXPRESS (Turbotrain) between Albany and Buffalo made its last run on Jan. 14 as Amtrak and New York State could not agree on funding.
--Carnaval Bonhomme (mascot of the Quebec Winter Carnival) arrived at Palais Station by train.
--On Sunday, Jan. 11, two locomotives and 28 cars of a CN freight derailed at Lac Edouard, north of La Tuque. VIA service between Montreal and Chicoutimi was replaced by buses.
--Sunday, Jan. 11 also saw the last intercity departure from Windsor Station, Montreal, which will henceforth be used only by CUTCM (STCUM) commuter trains. The last train was Amtrak 68, THE ADIRONDACK to New York, hauled by F40PH 344. It seems like only yesterday when I used to watch the D&H PAL's there!
--On Jan. 2 I took THE LAKESHORE from Toronto to Ottawa (FPA4 and five cars, including an ex-CP s/s coach). The train was on time (five hours with intermediate stops) and rode very well on the upgraded track. This is the only conventional day train. I travelled back to Toronto on THE LAKESHORE on Jan. 16. Again the train was comfortable and on time. The consist was unusual: CN 9423, VIA 6778 (indescribably filthy), steam generator and four cars.

--From Vienna, Austria, UCRS member Erich Tschop writes to say that West Germany's new high speed train ("ICE" - Inter-City-Experimental) made its first official run between Nurnberg and Furth on Dec. 7, 1985, which date was precisely 150 years after the day on which the first train, hauled by Stephenson's locomotive "Der Adler", made that journey.

Erich notes that, in 1987, the sesquicentennial of the opening of the first railway in Austria, from Floridsdorf to Deutsch-Wagram, in the then Austro-Hungarian Empire, will be celebrated. Already the first preparations have begun. A "star" of the celebrations will be steam locomotive No. 16.08 of the Austrian Federal Railways. Built as No. 310.23 in 1911 by the famous Austrian steam locomotive designer and builder Karl Golsdorf for the KkStB (Royal and Imperial State Railways), she operated on the North Railway from Vienna to Prague, but later also on the South and West Railways from Vienna, until she was withdrawn from service in 1956. She was then preserved and exhibited in front of the railway museum of Vienna. From this site No. 16.08 was removed in December 1985 and taken to the OBB's workshops at Linz, where she will be restored to immaculate operating condition.

It is planned to run special excursion trains with unusual and historic steam and electric locomotives during the sesquicentennial celebrations and to organize a "Parade of Trains" as well as a display of rolling stock, with steam and electric locomotives, express trains and freight cars of yesterday and today.

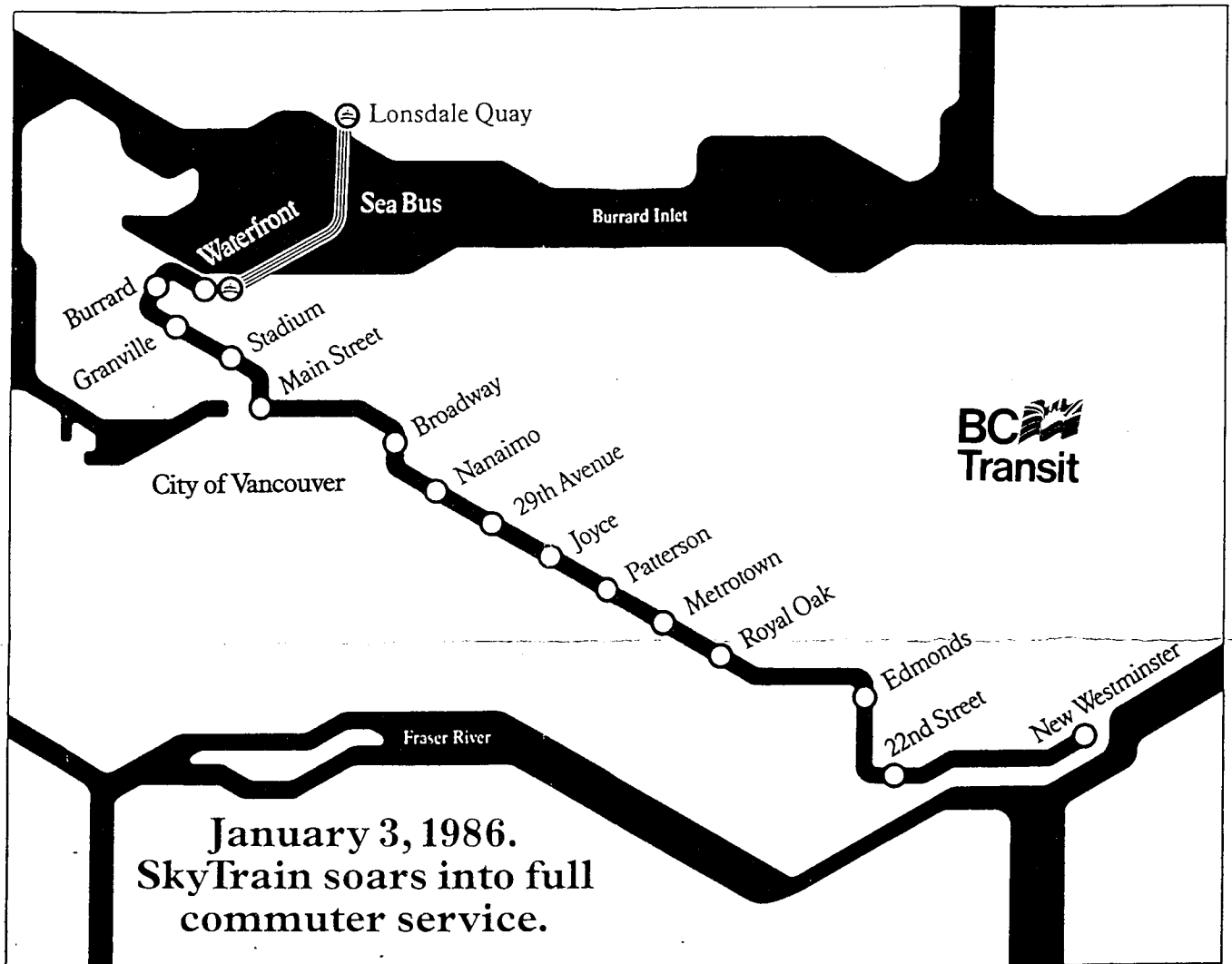
--Sandy Worthen

COVER: A BC Transit ALRT train, outbound at Main Street Station, near the VIA (ex-CN) station. The train shown is a prototype; the final colour treatment is somewhat different.

There will be a major restructuring of the surface system to direct routes to ALRT stations. Some of these changes occurred with the Jan. 3 opening, while a major shift in routings is scheduled for March. Included in the route changes are three extensions to trolley coach routes and one cutback; more specifically, the 19-Kingsway T.C. is extended to Metrotown Station in Burnaby, and 24-Nanaimo and 4-Fourth are extended to Nanaimo Station, while 16-Renfrew is cut back to 29th Ave. Station.

THE SKYTRAIN ROUTE

With 15 stations conveniently located along the way.



The high road to commuter convenience

SkyTrain is 22 kilometres of track linking the three Greater Vancouver communities of Vancouver, Burnaby and New Westminster—with 15 stations conveniently located along the way.

It's an Automatic Train Control Centre—carefully directing the movement of trains, constantly checking the speed, direction and location of all trains on the line.

It's a system that can carry 10,000 people every hour in four-car trains running at 2 minute intervals. And, as we move into the future, SkyTrain has the potential to transport 30,000 people hourly in six-car trains, running as often as 60 seconds apart!

But most of all, SkyTrain is people. People committed to making your trip safe, comfortable and hassle-free.

TIME MATRIX
(Station to Station
Time in Minutes)

	Waterfront	Burrard	Granville	Stadium	Main Street	Broadway	Nanaimo	29th Avenue	Joyce	Patterson	Metrotown	Royal Oak	Edmonds	22nd Street	New Westminster
1															
2	1														
3	2	1													
4	3	2	1												
5	4	3	2	1											
6	5	4	3	2	1										
7	6	5	4	3	2	1									
8	7	6	5	4	3	2	1								
9	8	7	6	5	4	3	2	1							
10	9	8	7	6	5	4	3	2	1						
11	10	9	8	7	6	5	4	3	2	1					
12	11	10	9	8	7	6	5	4	3	2	1				
13	12	11	10	9	8	7	6	5	4	3	2	1			
14	13	12	11	10	9	8	7	6	5	4	3	2	1		
15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4
20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5
21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6
22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7
23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8
24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9
25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10
26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11
27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12

Now boarding ...SkyTrain

Getting cleared for take off

- ☐ At most of the 15 SkyTrain stations, the platform is set between two sets of tracks—each serving a different direction. At some stations, trains run through the centre with loading platforms on either side. Direction signs are posted to help you choose the right platform.
- ☐ Elevators, escalators and stairs provide easy access to station platforms.
- ☐ During the evenings, elevators at most stations are locked for your security. To activate, simply use the intercom built into the elevator call button. Personnel at the Control Centre will unlock the door by remote control.
- ☐ Information panels with SkyTrain route maps are placed in all stations. Electronic destination signs above each platform assist you in boarding the right train.
- ☐ An Information Telephone at each station entrance connects you directly with Transit Information.
- ☐ Remember: Trains arrive very quickly and quietly. For your safety, always stay well behind the brilliant yellow line on station platforms and hold small children by the hand until the train comes to a complete stop.
- ☐ To enter a SkyTrain car, simply push the button located at the middle of the door. Once activated, doors remain open for 5-20 seconds. Like elevator doors, they open briefly several times if obstructed—but they *must* be completely closed before the train can move. So please, board quickly—blocking the door will delay the train's departure.

En route

- ☐ Aboard SkyTrain, you'll hear each station announced as you approach it. The train stops automatically at the platform.
- ☐ To exit, press the button on the pole near the door at any time and the doors will open when SkyTrain touches down at the next station.
- ☐ Please bear in mind that activation of the track intrusion sensor or emergency train stop button could cause the train to stop very sharply at any time. Hold on to handrails or poles and hold small children by the hand at all times when riding SkyTrain.

SkyTrain—Safety and security above all

Safety and security were uppermost in the design criteria for all SkyTrain stations and trains.

- ☐ Platforms and escalators are designed for passenger security with high visibility from station interiors and exterior streets.
- ☐ Corridors are designed with few alcoves, and all stations and cars are well illuminated.
- ☐ Station platforms and entrances, elevators, escalators and corridors are monitored by closed circuit television.
- ☐ A brilliant yellow line runs the entire length of each station platform.
- ☐ Should something accidentally fall onto the rails, a track intrusion sensor automatically stops trains in the area. *Caution:* Never enter the guideway to remove an object that has fallen onto or near the rails. Contact the Control Centre via the Platform Emergency Telephone—located inside the Emergency Cabinet.
- ☐ Should someone fall onto the guideway, press the emergency train stop button—located inside the Emergency Cabinet. Trains in the area will come to a stop. Immediately contact the Control Centre via the red telephone.
- ☐ In the event of a power failure, emergency power supplies keep all computers, communications and security devices operating.
- ☐ Extensive fire safety devices throughout the SkyTrain line provide one of the most advanced transit fire prevention systems available anywhere.

FREQUENCY OF SERVICE

TIME PERIOD	MONDAY TO FRIDAY	SATURDAY
First train to 7:00 AM	Every 5 minutes	Every 5 minutes
7:00 AM to 9:00 AM	Every 4 minutes	Every 5 minutes
9:00 AM to 3:30 PM	Every 5 minutes	Every 5 minutes
3:30 PM to 6:15 PM	Every 4 minutes	Every 5 minutes
6:15 PM to 9:15 PM	Every 5 minutes	Every 5 minutes
9:15 PM to last train	Every 7½ minutes	Every 7½ minutes

Initially, SkyTrain will provide only limited service on Sundays.

SCHEDULE OF FIRST AND LAST TRAINS

STATION	MONDAY TO FRIDAY		SATURDAY	
	First Train	Last Train	First Train	Last Train
Westbound				
New Westminster	5:20 AM	11:45 PM	6:20 AM	11:45 PM
22nd Street	5:23 AM	11:48 PM	6:23 AM	11:48 PM
Edmonds	5:26 AM	11:51 PM	6:26 AM	11:51 PM
Royal Oak	5:29 AM	11:54 PM	6:29 AM	11:54 PM
Metrotown	5:30 AM	11:55 PM	6:30 AM	11:55 PM
Patterson	5:31 AM	11:56 PM	6:31 AM	11:56 PM
Joyce	5:33 AM	11:58 PM	6:33 AM	11:58 PM
29th Avenue	5:35 AM	12:00 AM	6:35 AM	12:00 AM
Nanaimo	5:36 AM	12:01 AM	6:36 AM	12:01 AM
Broadway	5:39 AM	12:04 AM	6:39 AM	12:04 AM
Main Street	5:42 AM	12:07 AM	6:42 AM	12:07 AM
Stadium	5:44 AM	12:09 AM	6:44 AM	12:09 AM
Granville	5:45 AM	12:10 AM	6:45 AM	12:10 AM
Burrard	5:46 AM	12:11 AM	6:46 AM	12:11 AM
Waterfront	5:47 AM	12:12 AM	6:47 AM	12:12 AM
Eastbound				
Waterfront	5:50 AM	12:15 AM	6:50 AM	12:15 AM
Burrard	5:51 AM	12:16 AM	6:51 AM	12:16 AM
Granville	5:52 AM	12:17 AM	6:52 AM	12:17 AM
Stadium	5:53 AM	12:18 AM	6:53 AM	12:18 AM
Main Street	5:55 AM	12:20 AM	6:55 AM	12:20 AM
Broadway	5:58 AM	12:23 AM	6:58 AM	12:23 AM
Nanaimo	6:01 AM	12:26 AM	7:01 AM	12:26 AM
29th Avenue	6:02 AM	12:27 AM	7:02 AM	12:27 AM
Joyce	6:04 AM	12:29 AM	7:04 AM	12:29 AM
Patterson	6:06 AM	12:31 AM	7:06 AM	12:31 AM
Metrotown	6:07 AM	12:32 AM	7:07 AM	12:32 AM
Royal Oak	6:08 AM	12:33 AM	7:08 AM	12:33 AM
Edmonds	6:11 AM	12:36 AM	7:11 AM	12:36 AM
22nd Street	6:14 AM	12:39 AM	7:14 AM	12:39 AM
New Westminster	6:17 AM	12:42 AM	7:17 AM	12:42 AM

Please note that timetables are subject to change.

Automatic Train Control— Moving SkyTrain along... Smartly

The speed, convenience and enhanced security and safety features offered on SkyTrain are all made possible by several computer systems including the Automatic Train Control System.

Currently in use on more than 20 rapid transit systems world-wide, these computers organize the movement of trains while highly-skilled operators control the overall system, watching every train and SkyTrain platform on video display monitors.

Automatic Train Control allows personnel to circulate on trains and stations, provide passengers with information and help in case of an emergency.

For a lot of reasons, it's the smart way to move people—rapidly and safely.

Rapid Transit Attendants— They're here to help

Our SkyTrain system may be automated but it's far from being "unmanned". In fact, SkyTrain has more personnel on the cars and in the stations than any other system of its kind.

Rapid Transit Attendants (RTA's) are uniformed staff, equipped with two-way radios for immediate contact with the Control Centre.

They ride SkyTrain right along with you, patrolling all stations and cars both day and night.

They're specially trained to assist you with transit information, deal with emergencies or give first aid if necessary.

Get to know your RTA's. They're here to help.

How to use the ticket machine

- 1 PRESS BUTTON for the fare zone you require. The amount payable will be displayed above.
- 2 INSERT MONEY, one coin or bill at a time, until display panel reads "O".
- 3 TAKE TICKETS and change from here.



- Machine status display. If it shows:
Green Pay this amount according to instructions.
Orange Sorry no change pay exact fare only.
Red Not in service please use another machine.
- Shows Coins only if banknote acceptor is out of service. Machine will then accept coins only.
- Coin slot for 5¢, 10¢ and 25¢ coins only. Pennies and 50¢ pieces, plus any bent coins, will be returned in the ticket dispenser.
- Cancel button will return money inserted. Also use to reject damaged coins.
- Banknote slot for \$1, \$2 and \$5 bills only. Insert as shown, head upwards and forward.
- Return slot for banknotes that are wrongly inserted, badly soiled or worn. Insert the note correctly or try another note.
- Return slot for notes when you cancel.
- Addfare selection buttons—for adults with FareCard or FareSavers in peak hours only. Press button "A" to buy an Addfare for one additional zone, or button "B" for two more zones. Retain Addfare with your FareCard or FareSaver for inspection. Valid until time shown. NOT VALID FOR A RETURN TRIP.

Problems and Solutions

Machine "Not in Service."
Please use another machine.
Do not ride without paying fare.

Notes not accepted. Use coins in place of banknotes.

No change. If machine runs out of change, please pay exact fare in coins and/or notes.

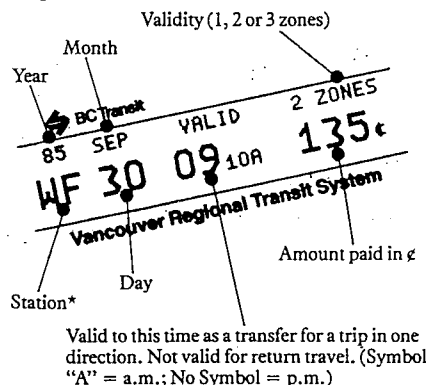
Coins returned. Use coins that are not bent or badly worn.

Notes returned. Use only clean, undamaged Canadian notes.

Refunds. See detailed information on page 12 of this brochure.

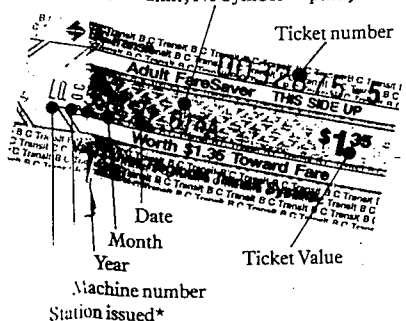
How to read your ticket

Single Ticket



FareSaver Validation

Valid to this time as a transfer for a trip in one direction. Not valid for return travel. (Symbol "A" = a.m.; No Symbol = p.m.)



Station Code

- *LQ = Lonsdale Quay
- WF = Waterfront
- BU = Burrard
- GV = Granville
- ST = Stadium
- MM = Main Street
- BW = Broadway
- NA = Nanaimo
- TN = 29th Avenue
- JY = Joyce
- PT = Patterson
- MT = Metrotown
- RO = Royal Oak
- ED = Edmonds
- TS = 22nd Street
- NW = New Westminster

		One Zone	Two Zones	Three Zones
Peak Fares	Adult	\$ 1.00	\$ 1.35	\$ 1.75
	Concession	\$.50	\$.70	\$.90
Off-Peak Fares	Adult	\$ 1.00	\$ 1.00	\$ 1.00
	Concession	\$.50	\$.50	\$.50
FareCard	Adult	\$40.00	\$54.00	\$70.00
	Concession	\$22.00	\$22.00	\$22.00
FareSaver (10 Tickets)	Adult	\$ 9.00	\$12.00	\$16.00
DayPass (Weekdays and Saturdays)	Adult	\$ 2.25	\$ 2.25	\$ 2.25
	Concession	\$ 1.15	\$ 1.15	\$ 1.15
(Sundays and Holidays)*	Adult	\$ 2.00	\$ 2.00	\$ 2.00
	Concession	\$ 1.00	\$ 1.00	\$ 1.00



Caution
Do not lean against doors.
Please stand clear.

Let's make the trip an elevating experience

- Please don't litter stations or trains, or bring food or drink onto platforms or SkyTrain cars.
- Use ashtrays at station entrances as all stations and trains are designated non-smoking areas.
- Let passengers exit before you board. Unlike a bus, both doors on each car are used for entry and exit.
- Stow parcels and bags safely. Large bags, pets, bicycles and any articles that could be a hazard to other passengers are not allowed on board.
- Don't block doorways or lean on the doors while the train is moving.
- Hold on to handrails or poles and hold small children by the hand at all times when riding SkyTrain.
- Please turn off radios and tape decks or wear headphones when on board so that everyone can enjoy the ride.

Telephones

The SkyTrain system is equipped with four types of telephones:

- 1 PLATFORM EMERGENCY TELEPHONES—located inside the Emergency Cabinet on station platforms—these red telephones provide direct connection to the Control Centre for use in emergencies only.
- 2 INFORMATION TELEPHONES—located at all station entrances—these white telephones offer direct access to Transit Information for schedules, services and connections.
- 3 PUBLIC PAY PHONES—are available at all station entrances.
- 4 VEHICLE EMERGENCY TELEPHONES—inside every SkyTrain car—provide two-way radio contact with the Control Centre for passenger aid or emergency medical assistance.

4 ways to pay—The choice is yours!

Riders have four fare-payment options when riding SkyTrain and beyond.

FareCards

These monthly passes are good on all Vancouver regional transit routes, including SkyTrain and SeaBus—if you take more than 40 trips monthly, you'll save with a FareCard—and it's transferable to other family members or friends. There are 5 types of FareCard... all available from the Royal Bank, VTC/CBO outlets, 7-Eleven stores and many other locations.

FareSavers

These handy, economical tickets are offered in books of 10 for the price of 9—a saving of up to 10%. Available for travel in one, two or three zones, FareSavers are sold through VTC/CBO outlets, 7-Eleven stores, Woodward's, Eaton's, and many credit unions, smoke shops and convenience stores. You can buy FareCards at most of these same locations.

Please note: If you start your trip by SkyTrain, FareSavers must be stamped by the ticket machine to be validated. Once validated, they become a transfer for buses or SeaBus. If you start your trip by bus and use a FareSaver, deposit it in the fare box and ask for a transfer if making a connection on the way to your destination.

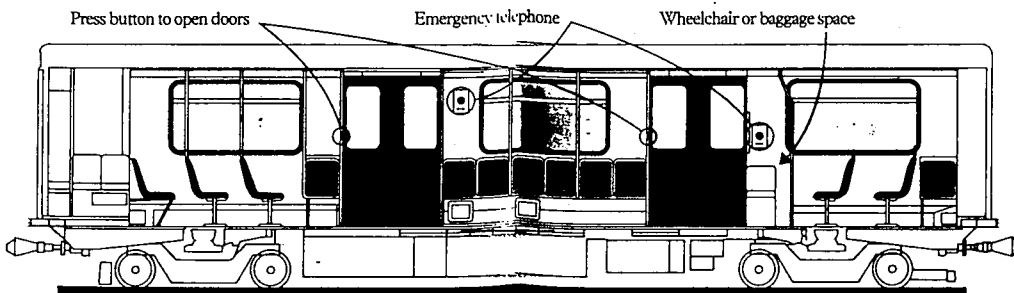
DayPasses

Sold after 9:30 a.m. on weekdays or anytime on Saturdays, Sundays and Holidays*, DayPasses allow unlimited riding on the day purchased. Convenient and economical, they're available from ticket machines on weekdays and Saturdays, and from bus drivers only on Sundays and Holidays.

Single tickets

Available from ticket machines, these serve as both fare receipt and transfer. However, if paying cash fare on a bus, remember that you need the exact coin fare and require a transfer if making a connection on the way to your destination.

*Due to servicing and maintenance requirements, SkyTrain provides only limited service on Sundays.



Retail stores

A variety of retail shops—planned for many SkyTrain stations—add a touch of extra convenience to your travel plans.

Waterfront Station	— The Exchange.
Burrard Station	— A variety of stores and restaurants are nearby via direct passage to Bentall Centre.
Granville Station	— The Exchange, Flowers by Umberto, Sheffield and Sons. Plus shops and services nearby via direct passage to The Bay and Pacific Centre.
Stadium Station	— The Exchange, Stadium Smoke Shoppe.
Main Street Station	— The Exchange.
Broadway Station	— The Exchange, Vancouver Ticket Centre, Broadway Smoke Shop.

Souvenirs

Special souvenir tokens—sold in sets of 5 and each valid for \$1 toward your fare—will be available at Burrard Station Information Centre and all FareCard and FareSaver outlets in early 1986.

To the Ocean on the OCEAN

by Kevin Mugridge

(Reprinted, with the permission of the author, from the EMPIRE STATE EXPRESS (Buffalo Chapter, NRHS)

Scanning my maps of available VIA routes, I found that the longest unriden line extended from Montreal to Halifax along the old CN route. During Easter vacation I was determined to fill this void on my track map. After carefully selecting some travelling companions including John Marriott and Bob Donley we set out the Tuesday after Easter (1984) for the wild, wild east.

Since I am a firm believer in the adage that when on vacation the day should not begin before 8 a.m., we eschewed the 6:40 a.m. RDCs from Niagara Falls and drove instead to Burlington West to catch No. 682 from Sarnia. With a 600 number, this train was slated to be an RDC run, and just about on the advertised RDCs 6102, 6114 and 6112 crossed over from the north to the south track to make the Burlington West stop.

Our party of 10 quickly settled into the last car and made use of the snack facilities. The attendant microwaved several coffees and teas for us. From the looks of the depleted stock and refuse, the trip over to Sarnia the night before must have been a doozy. The attendant told me that we were among his only customers on the eastbound trip. The cars quickly gained track speed and crossed over to the north side for the Oakville station stop at the Kerr Street interlocking just west of Oakville Creek. Our passenger load approached 85% of capacity with only scattered single seats available after the Burlington West stop.

We made an on-time arrival at Toronto Union Station at 11:25 after passing a westbound GO Transit set of bilevel equipment. On the way in we got a good look at the newly constructed flyover that is used to sort out GO Transit trains according to their destinations. Toronto Union Station is one of the last "grand" stations. Until the advent of GO Transit, it was a terminal station in that all trains ended there. Now VIA's CANADIAN also runs through the station. The station serves VIA, ONR, GO Transit and two Amtrak runs, the MAPLE LEAF and THE INTERNATIONAL.

Our next leg, Toronto to Montreal, was on the 1300 train, THE MERIDIAN. John and I staked out the departure gate and insured that our group would be pre-boarded. We had VIA-1 Club Class for this portion of the trip. Order is the keyword at Toronto Union. Patrons properly queue up for departure gates under the watchful eyes of former Toronto Terminals Railway employees who appear to have been thoroughly trained in crowd control at Riga or Belsen.

Our set of LRC equipment was headed up by Montreal-built No. 6951. The first car was the Club service. If there was any Club Deluxe service, we could not figure out how the attendants could tell the difference between simple Club and Club Deluxe.

THE MERIDIAN is more or less a local service to Montreal with stops at Cobourg, Belleville, Kingston and Cornwall in addition to the suburban stops at Guildwood and Dorval. We were allotted 280 minutes for the 335 miles which calls for an overall speed of 70.2 mph. This would be quite a feat with the number of stops and the supposed 90 mph ceiling on the equipment.

The 13 miles to Guildwood took forever because of trackwork. From there to Dorval we gradually lost more time because of a moderate amount of freight traffic. The remaining 12 miles into Montreal were done in "reverse" most of the time as we crept in almost a half hour late.

At Central Station, chaos was the keyword. There were no nice lines nor orderly setup for sleeping car checkin, just seven cars full of people elbowing, pushing and shoving, trying to get the attention of either of the train service representatives at the checkin desk. John did an end run with our luggage, while I trampled old women and children to reach the desk. Here John got a look at our home for the next 22 hours. Unless you like 19-car trains with Montreal A's and B's on the point, THE OCEAN won't interest you. Facing east, sticking out almost opposite the Regency Hyatt Hotel were a Montreal A and B with a GMD B tucked in between them. A full baggage car was followed by No. 9482, one of the mysterious baggage/roomette cars, rebuilt from a 22-roomette car, used as a crew dormitory.

Seven coaches including two with lunch counters made up the coach portion of the train. A Dayniter and seven sleepers made up the First Class portion. The sleepers GREENWICH, GREEN COURT, EDMONTON and ELDERBANK, all of them ex-CN cars, came before the full lounge ALBRED. A 48-seat ex-CN full diner was followed by Budd-built ex-CP DAWSON MANOR and CHATEAU RIGAUD, with the ex-CN EDGELEY bringing up the markers.

The "Green" series cars are the 6-section, 6-roomette, 4 double bedroom cars that I wrote about in another article. The "E" series of cars were built as 4-section, 4 double bedroom, 8-duplex roomette cars. VIA makes no distinction between roomettes and duplex roomettes. The "Manor" cars are 4-section, 4-roomette, 1-compartment, 5-double bedroom cars, while the "Chateau" cars have 4 sections, 8 duplex roomettes, 1 drawing room, 3 double bedrooms. The compartment and drawing room are listed as double bedrooms, but the crew seems to occupy the drawing room. Our spaces included bedrooms C,D and E in DAWSON MANOR, as well as roomette 8. Others were in bedroom C and roomette 11 in EDGELEY.

John arranged to have bedrooms D and E set up ensuite for our use and made reservations for us for the first seating in the diner. I rounded up the rest of our party and got them and their luggage sorted out. Party headquarters was established in our suite.

By now, we had eased out of the station, retraced about a mile of our inbound route and headed south across the Victoria Bridge to a long station stop at St. Lambert. We claimed our seats in the diner and roared through the rapidly gathering gloom, stopping at all stops out to Levis, across from Quebec City.

Our first adventure in eating in one of the few full diners on VIA was a memorable one. The choice was between pot roast and whitefish. Reasoning that the fish could be dry, our table opted for pot roast (not knowing that Pot Roast had finished last in the 3rd at the local race track.) Even the gristle was fat and tough. This did not augur well for our 22 hours aboard.

A brief look into ALBREDA, the full(?) lounge, showed that the 24 lounge seats had been camped in for the night by coach passengers who could not get even a beer elsewhere. The remainder of the car showed one of the four double bedrooms used as the service area and the others as dorm space for the dining car personnel. There had been a lightweight car named MOUNT ALBREDA built as a 5-compartment, 3-drawing room car. I am not sure if this is a rebuild of it. To match the overcrowded situation, the service moved at a snail's pace. Perhaps it was an attempt to rid the car of its patrons so the attendants could rest. We obtained more ice and repaired to our own lounge. After sampling a 10-year old nightcap, we turned in for the night.

Daylight arrived just before the New Brunswick border. I peeked out to see an ice choked river. This was April 25, but we had followed the St. Lawrence River east and north. We were nearly at the same latitude as Moosonee. Campbellton, N.B. was a major service stop. Since we had entered Atlantic Time at the border, it was after 8 someplace but it was breakfast time for me. We straggled into the diner and partook of the full breakfast. It is hard to mess up eggs, bacon and toast. The crew was moderately friendly despite a third setting for dinner the night before. The scenery was somewhat similar to what we had seen in Northern Ontario on our trip to Winnipeg last Easter. One change was the motive power we passed. It was all Montreal, including series of locomotives that neither John nor I had seen before. Now we were heading east toward the Atlantic along a heavy duty single track line. We met an RDC outside New-castle, running as Train No. 617 between Moncton and Campbellton.

At Moncton, the train was rationalized for the run into Halifax. We lost the sleepers and lounge ahead of the diner along with four coaches, and we gained a new set of Montreal power. Here we interchanged passengers with the RDCs for St. John and Fredericton. One must change from the cars on the OCEAN to complete the journey to St. John. Through cars are not used. Lunchtime rolls round with the inevitable chopped sirloin (probably chopped pot roast) with French fries and peas--real yummy.

The CN station in Halifax is somewhat removed from downtown. The CN Hotel Halifax is adjacent. It has been refurbished and somewhat upgraded to meet the competition of the CP's Chateau Halifax and other new properties up the hill. John and I were to eat there before our return. Since my previous visits to Halifax had been confined to sitting on the tarmac runway some 18 miles north-east of the city, I was amazed at the dynamic downtown area. Off shore oil money and the growth of containerized shipping have served to fuel an economic boom. Halifax has a twin city, Dartmouth, directly across the Bedford Basin. The harbour stretches for miles along both shores. Bridges span the gap, and two recently built ferry boats offer fast, frequent service from downtown to downtown.

CN has the only railroad game in town, with a line along the Bedford Basin on the Dartmouth side and reaching tidewater at the passenger station. There is a small but busy engine terminal across from downtown Halifax on the Dartmouth side, quite near the ferry terminal. John Marriott and I did a brief exploration to see the various Montreal products there. The line back to Moncton was an early 1940s CTC installation because of the wartime traffic on this single tracked line. Troop trains as well as materiel trains moved at close headways over this congested stretch.

As those who frequently travel with me are aware, at least one memorable dining experience must be included on every trip, whether it be Timmins, Vancouver or East Plainfield, N.J. Our selected dining spot was to be "Fat Frank's." Frank is an immigrant from Akron, Ohio, or some other depressed factory town in that area. He took over a Victorian era house near downtown (I use the term "house" properly, since the area was noted for providing entertainment for sailors), and he converted it into an excellent restaurant. The 10 of us ended up in a private dining room. The menu ranged from duck à l'orange to chateaubriand for two, and many dishes in between. With wines and included gratuity, we managed to drop close to \$400 at Frank's establishment.

The next morning, after finding a big flaw in the planning of CP's Chateau Halifax (not enough space to serve breakfast to a capacity crowd), we set out in rented cars to Peggy's Cove on the coast and to see the Bay of Fundy. In the progress, we followed a CN branch and we hop-scotched across the Dominion Atlantic. The RDCs on the famed "Land of Evangeline" route were not on our schedule, but we encountered a wayfreight with a pair of MU'd SW1200s working its way west along track that looked like the NS&T, floating in the mud. On our return, we tried to get into position to photograph the OCEAN on its way into Halifax. While we did see it, we were not in a good position for photographs, being in the middle of a "rotary" in heavy traffic.

On the second evening dinner was not mandatory, and everyone went his own way, more or less. John and I drove back down to the CN Hotel at the station and we dined in the "Evangeline Room". The ambience was great and the meal was above the ordinary. The station was dead after the arrival of the OCEAN and the departure of the CP train to Yarmouth on the Dominion Atlantic.

Our early afternoon departure found a somewhat abbreviated OCEAN backed into the station. The two sleepers were CHATEAU LAUZON and CARLETON MANOR. The CHATEAU car carried the markers. Ahead of the sleepers were the 48-seat ex-CN diner, three coaches, a Dayniter, dorm/combine and baggage car. On the point were Montreal 6862 and 6769. We eased out of the station after the connecting train of RDCs off the Dominion Atlantic from Yarmouth arrived. Downtown is

reached by a series of cuts and running along the edge of Bedford Basin. At Mile 15.8 is Windsor Junction where the Dominion Atlantic trains would head west to Digby and Yarmouth. From here to Truro, we traverse spruce forests and skirt little lakes. Lunch was partaken as we left Halifax. The crew was a Halifax one, and was interested in service. A two-choice menu was adequate for luncheon. While the diner was not filled to overflowing, it did a brisk business. John had our rooms set up ensuite, so we had our own lounge car.

Truro has a modern station set into a shopping plaza. The line to Port Hawkesbury and Sydney leaves here. RDCs provide service out to scenic Cape Breton. The Bedford Subdivision ends here as we continue onto the Springhill Sub. The line now follows anything but a direct route to Montreal as it describes nearly a half circle to placate early industrialists. Springhill Junction was the connection to the Cumberland Railway and Coal Co., and Maccan the junction with the Maritime Coal Railway and Power Co. The mines have been closed since the early '60's, having played out and been stalked by tragedy. Two explosions in the Springhill mines and a fire in the town closed them down. The far arm of the Bay of Fundy, called the Cumberland Basin, is first glimpsed at Mile 134, just beyond Maccan. Swamps now have taken the place of the spruce forests. Once again, instead of swinging west at Sackville to head for Montreal, the Intercolonial Ry. swings south before heading for Moncton.

The 35 minutes allowed at Moncton are consumed by a major reshuffling of the train. Sleepers GREENBROOK, EDGELEY, GREEN COURT and GREENWICH were added ahead of the diner, along with the lounge car ALBRED. Two Dayneters and three coaches also were added. Our power from Halifax was changed out for Montreal 6758, 6862 and 6769, an A-B-A trio. Moncton is a major engine shop, which accounts for the short, 189-mile trip for our power. Also at Moncton, passengers are picked up from Fredericton Junction and St. John, which are on the more direct CP route to Montreal. They get to ride an extra 190 miles east before they head north and west to Montreal. This service was handled by a three-car RDC train with a snack counter for refreshments. It is a long way from the ATLANTIC LIMITED with full diner and coffee shop dome.

As darkness fell, it was time for dinner. Service from the limited menu was prompt and courteous. Even after three full sittings for dinner, the crew was able to field a bingo game for the passengers. It was far different from the trip out, where service was a dirty word and the cook with the recipe for ice was asleep and not to be disturbed. The lounge still could not handle the crush of patrons, even with a more active (rather than reactive) attendant. Some sort of coach lounge might be the answer. At-seat beverage service as found on the LRC trainsets operating in a Dayneter or similar car might help. Once again the sleeping space was taken up by "on-board service representatives." These, like the conductors on overcrowded Italian trains, were blind to the obvious problems. At Campbellton, John and I walked most of the train before we turned in. Bingo had broken up and the lounge still was doing a brisk business. The sleeping cars did not appear to have any unused space, even in the sections.

Morning found us along the south bank of the St. Lawrence River, west of Quebec City. A full breakfast was provided by our smiling crew prior to our 8:30 A.M. arrival in Montreal. Despite the three sittings for dinner and bingo the previous night, the crew was cheerful and efficient. We were not chased out of the diner while the steward did his books, but we were provided with more coffee until it ran out. In our sleeper, at the end of the train, we never really arrived in Montreal Central Station but had to walk from opposite the Regency Hyatt about a block and a half into the station proper. Our baggage was consigned to a red cap for placement on Car 6301 on the 10:20 A.M. LASALLE for Toronto. Most of the group took a brief walk around the downtown area. I waited to get our boarding passes and newspapers. There was some measure of order in this, as opposed to the sleeper checkin a few days before. As a reward for my wait, I was treated to a fountain overflowing and spilling into the concourse, blacking out lights and cascading down to the train platforms. Quick action roped off the area and sand bags confined the water to a small lake at the south end of the station.

The LASALLE was a RAPIDO, but not LRC. We had a two-unit lashup of 6542 and 6637 GMD units. Following the units were full baggage 9671, Dayneter 5729 running as the standard club car, CLUB DE LA GARNISON as the club deluxe, and nine coaches including two that were equipped with snack counters. I would prefer to have had the Dayneter as the deluxe car with its leg rest reclining seats instead of the straight-back club that we had. It did have the tray tables in the seat backs, which were needed for the meal service. Timekeeping is difficult for the GMD units which are not geared as fast as the Montreal units or the LRC trainsets. The trip to Dorval once again was an all day affair, or at least it seemed to be. Most of us had chosen the 1 p.m. lunch time since our arrival back at Burlington West would be after the normal supper time. The full meal was a choice between veal and whitefish with appropriate wine. It is pre-prepared airline type food, but it is served with style. The hot entree arrived after the salad and rolls, as it should. Time was slipping by and our new, more convenient connection at Toronto was shrinking. From Guildwood to Toronto Union seemed to be the same distance as Kingston to Toronto, but we managed to be within 20 minutes of the advertised. That is not too bad for a standard train with three stops and motive power geared for only 83 mph.

We were sort of pre-boarded onto our train to Niagara Falls. The equipment was late coming in from the yards, so we were just put at the head of the long line and we had to run up the stairs ahead of the waiting horde. Since we were going only to Burlington West, we were loaded into the middle car instead of into the one for Hamilton and beyond. The trip out to Oakville was slow as we followed a GO Transit train most of the way. After it ducked out of the way, we picked up speed and made Burlington West just about on time.

After 2,200 miles of travel on some of the newest and oldest equipment, we agreed that it was a trip to be repeated. Timekeeping was not good, mostly because of trackwork and dispatching problems beyond VIA's control. The on-board service was very uneven, which is something VIA does control.



notes

- It was reported that, as of mid-January, the TTC planned to apply the new red, black, etc. livery to only six more trolley coaches. The other remaining coaches in the old red and cream colours will, as with the PCC's, carry those colours until retirement.
- Swiss built CLRV 4003 suffered front end damage when it struck a backhoe while running on 501-Queen on Jan. 9. Service was delayed for one hour.
- Hillcrest Construction Work: (1) An addition to the north-east corner of the main shop structure (the Harvey Building), expressly intended for ALRV's, is now under way. The extension is being constructed of concrete block with a brick veneer to match the existing building, and is scheduled for completion in early spring. (2) Work has commenced on a Central Processing Building (for fare receipts) at the north-west corner of the expanded Hillcrest property, fronting on Davenport Rd. It will replace the present Cashiers' area at the Head Office (McBrien Bldg.). The building is of split level design, of poured concrete construction with brick facing, and is expected to be completed in September, 1986.
- Electric track switches throughout the TTC's surface system are to be changed over to a new inductive system to be supplied by SEL Canada. The onset of the new type of switch has been necessitated by the ALRV's, which would not be able to operate the switches under the present system because of the cars' 75-foot length. The SEL installation will include a transponder installed beneath the car (a pair of antennae, one at the front, one at the rear), a loop antenna buried in the track bed near the switch, and a wayside interrogator and switch point control relay. The interrogator sends out signals by way of the buried loop, which, when interrupted by the transponder, cause the switch point to change to the open position. The system will continue the "necessity action" feature, and the Operator will continue to activate track switches by way of the dashboard mounted N.A.S. button. Transponders will be installed on the ALRV's by the builder, while they will be added to existing cars by TTC forces.

--Above two items from TTC "Coupler"

...AND STILL THE RAILS COME UP

1. CN Looking for Contractor to Lift Meaford Sub.

For sale: 17.59 miles of steel rails, measuring between 27 and 39 feet in length; thousands of five-and-a-half railway spikes, sundry items of hardware, hundreds of tons of gravel and about 50,000 wooden ties. The purchaser will lift the rails, take away the ties and gravel and level the ground. What would be left is a 17.59 mile parcel of cleared land running from Collingwood to Meaford. The land in question is currently occupied by the Canadian National Railways' Meaford Subdivision.

The land, once cleared, will become a cross-country ski trail and bicycle path if a sub-committee of the Collingwood Chamber of Commerce has its way. The committee is seeking to find a way of acquiring the land through the Georgian Triangle Tourist Association and Convention Bureau (which comprises representatives of the chambers of commerce in Collingwood, Stayner, Wasaga Beach, Meaford and the Beaver Valley) and with Provincial Government participation.

In November of 1982 CNR applied to the Canadian Transport Commission to abandon the line. As of Dec. 31, 1985, that request became a reality. A CTC hearing was held in October of 1983 in Collingwood to hear evidence relating to the application to abandon the line. The Ontario Rail Association wanted to buy the line after the abandonment and operate a tourist steam operation. Local groups--adjacent property owners--opposed the idea. Other groups spoke against the abandonment itself. All gave evidence at the hearing. The abandonment was granted, to be effective in May of last year, but an extension to Dec. 31 was granted when the GO North Committee expressed an interest in taking over the line. No further extensions were granted.

"It's our interpretation that we're free to go", said Bert Harrison, Regional Engineer for CN in Toronto. He said that an authority for expenditure (to tear up the line) will now be prepared. "We're hopeful to be ready to go to contract by the early part of the summer". Given the necessary authority, an advertisement will be placed in journals, calling for offers for the rails and hardware. Bids are made on the understanding that the rails, ties and gravel (ballast) will be removed and the land levelled, said Mr. Harrison. He added that the most recent sales have yielded an average net revenue of about \$10,000 per mile, and that "a good crew, with the proper equipment, can lift a mile a day".

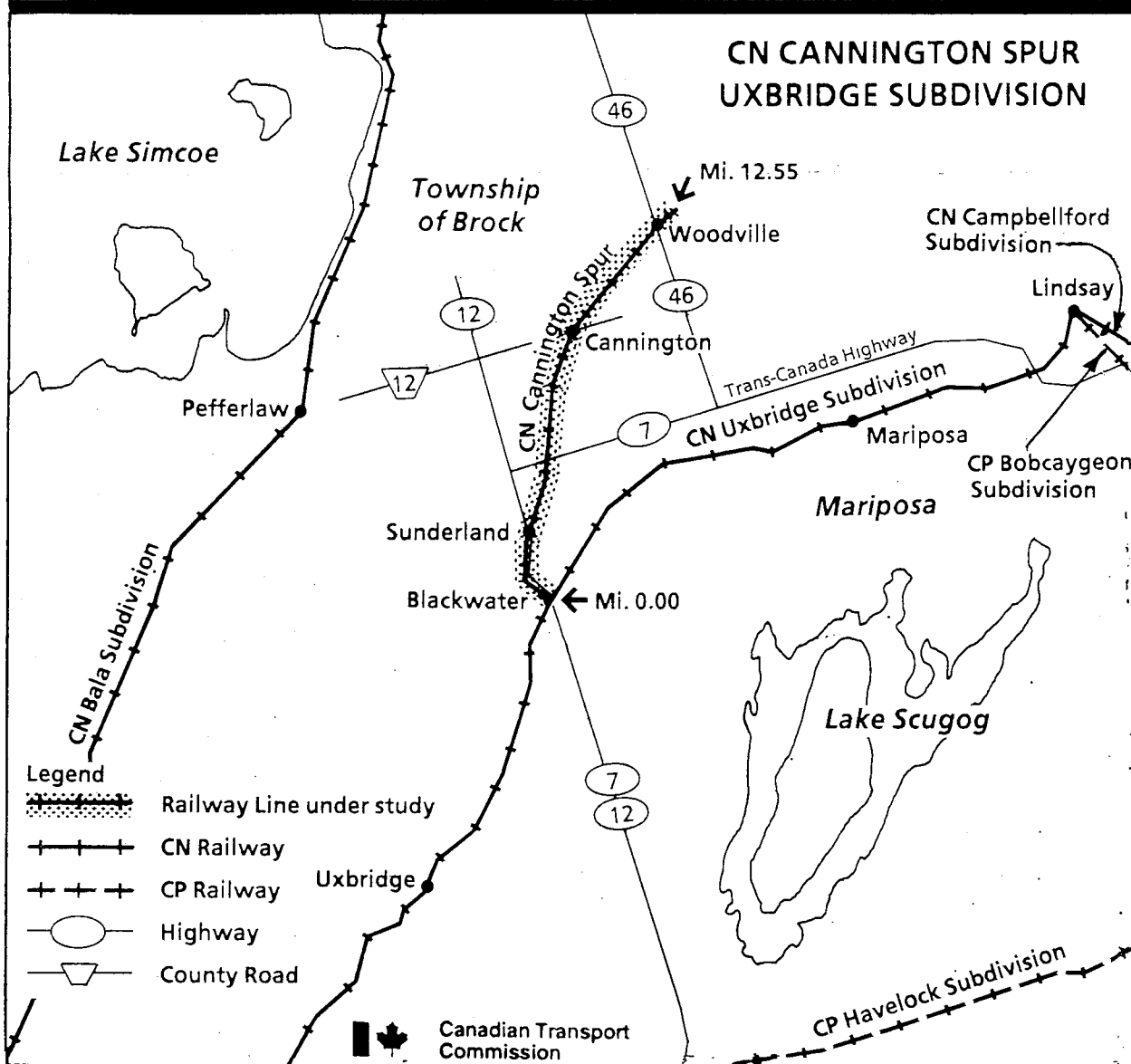
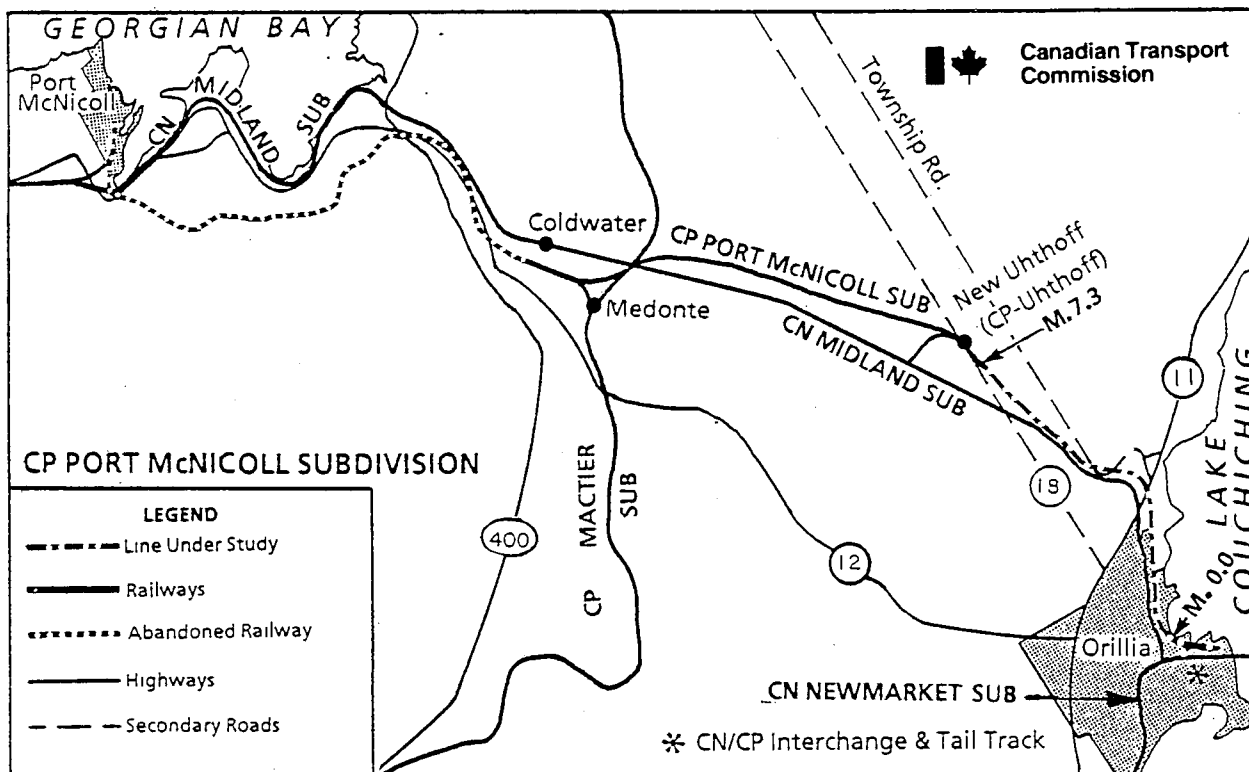
If CN decides that it has no interest in the land (which will be evaluated by the railway's real estate division), it will be sold, with Federal Government agencies having the first refusal. Second in line is the province, then utilities, local municipalities, adjacent property owners and, finally, the general public. T.E. Huehn, Industrial Development Officer for CNR, has indicated to the Collingwood Chamber of Commerce that Federal agencies are rarely interested in such parcels of land, most dealings being with the province.

Vincent Kerio, Ontario Minister of Natural Resources, has advised the Chamber that his Ministry is only interested in land "identified as a high priority within my ministry's programs". To date, the land in question does not fall into that category. Mr. Kerio said that CN has indicated that the lands will be available to municipalities for purchase. Next month, a meeting of interested parties will be held to examine ways in which the lands can be acquired, said Sheila Metras, Executive Director of the GTTACB.

--from the Collingwood Enterprise-Bulletin,
forwarded by Peter F. Oehm

2. CTC Decision--Portion of CP Rail Port McNicoll Subdivision

Railway Transport Committee Order No. R-38606 dated Nov. 1, 1985 permits CP Rail to abandon a



portion of the Port McNicoll Subdivision from Orillia (Mile 0.0) to a point near Uthoff (Mile 7.3), after accumulated losses over the period 1981-84 of \$267,508. Sixty-nine carloads were handled on the line in 1979, and only 22 carloads in 1984. Application for abandonment was filed by the railway on June 11, 1984. The City of Orillia supported the application as it is anxious to acquire the CP property within the city limits for a waterfront development. A&T Food Services indicated to the RTC that it wanted a section of the line saved for purchase by it of the track and lease of the right-of-way. The abandonment decision leaves this matter to be negotiated among A&T, CP Rail and the City of Orillia. The CTC found that CN is capable of providing service to CP's former customers in Orillia.

The Port McNicoll Subdivision was constructed during the years 1907 to 1911 by the Georgian Bay and Seaboard Railway Co. as part of a line from Dranoel (on the Toronto-Peterborough line) to Port McNicoll, originally intended as a route for eastbound grain traffic, by-passing Toronto. In 1910, the line was leased to the Canadian Pacific Railway Co. for 99 years. In 1956 the property of the Georgian Bay and Seaboard Railway was vested in Canadian Pacific. The portion of the Port McNicoll Subdivision from Coldwater (MP 16.0) to Port McNicoll (Mile 26.3) was abandoned on June 24, 1977 pursuant to Railway Transport Committee Order No. R-24862, dated May 25, 1977.

3. CTC Decision--CN Cannington Spur--The Cannington Spur, between Blackwater, Ont. (MP 0.0) and Woodville (MP 12.55), was approved for abandonment by RTC Order No. R-38889, dated Jan. 15, 1986. Losses on the line from 1982 through 1984 totalled \$175,610. CN made application for abandonment on Dec. 16, 1982. A number of objections were received pursuant to public notification, but the RTC decided not to hold a hearing as only one objector, Victoria Fuels, of Woodville, actually used the line (for coal shipments). Carload freight service to the four on-line stations, Blackwater, Sunderland, Cannington and Woodville, was provided by a way freight operating between Toronto and Lindsay on Fridays only, and serviced the Cannington Spur on an "as and when required" basis. The line saw the following carload movements in recent years: (1980) 26 (18 of these were hay shipments), (1981) 8, (1982) 6, (1983), 3, (1984) 6.

The track structure of the Cannington Spur consists mainly of 80 lb. steel and is in good condition. The treated track ties, roadbed and ballast of pit run gravel and crushed stone are in poor condition. There are 67 culverts of various kinds located on the line, which are in fair to good condition and two timber trestles which are in good condition. There are 15 public crossings, one of which is protected by automatic signalling devices. The remainder are protected by standard reflectorized railway crossing signs. The current operating timetable indicates that the maximum permissible train speed on the Cannington Spur is 15 MPH. The maximum weight per car, including contents, permitted on the line is 220,000 lbs.

The Cannington Spur was constructed by the Toronto and Nipissing Railway Co. as part of a narrow gauge (3'6") rail line from Scarborough to Coboconk and opened for traffic on Nov. 26, 1872. Through a series of amalgamations with other railway companies, the T&N eventually became part of the Canadian National Rys. on Jan. 30, 1923, with the absorption of the Grand Trunk Ry. Co. of Canada.

Pursuant to Board of Transport Commissioners for Canada Order No. 115454, dated Sept. 18, 1964, CN was authorized to abandon the operation of the line between Lorneville (MP 13.88) and Coboconk (Mile 36.46) under the name of the Coboconk Subdivision. On June 21, 1966, BTC Order No. 121205 was issued and authorized CN to abandon the operation of the portion of the Coboconk Sub. between Woodville (MP 12.55) and Lorneville (MP 13.88). The remaining portion of the line between Blackwater (Mileage 0.0) and Woodville (Mileage 12.55) was renamed the Cannington Spur.

--Items 2 and 3 above abstracted from CTC decisions forwarded by Peter F. Oehm

PIERRE FRANCHE LEAVES VIA

A Night-Before-Christmas Canadian Press report in the Toronto STAR confirmed the rumour that had been circulating since midsummer. After three years, two Ministers of Transport and hundreds of headaches as President of VIA Rail Canada Inc., Pierre Franche announced that he was leaving the "agency" to accept a senior management position with Marine Industries Ltd., of Sorel, Que. While VIA President, Franche led the fight to reduce the agency's huge operating deficit. With the help of his management team and staff, he succeeded in reducing the deficit by \$53 million, in 1984, to a slightly less alarming figure of \$398 million. Maybe an 11.7% reduction was not enough, but it wasn't bad in an era of "little Jack Horner" train-on moves by Federal Minister of Transport Don Mazankowski. Franche will become Executive Vice-President and Chief Operating Officer of Marine Industries, surely a less stressful position than the one he held with VIA.

--Sandy Worthen

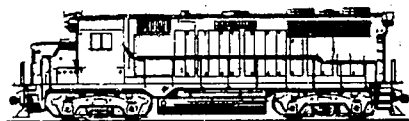
--From Burlington, Vt., Bob Jones writes that the Central Vermont Ry.'s Swanton-Burlington wood chip train is back in operation, after a temporary stoppage due to the generation of obnoxious odours from fermentation of the chips in Burlington Power's storage pile.

Meanwhile, CV is running 100 to 120-car consists in Trains 444/447, but no other through trains. These jobs are doing most of the local work south of Montpelier, Vt. Business must be booming on the CV's Southern Division, Bob remarks. Quaboag is running 10 to 20-car trains now, with CV subsidizing the operation 50% by running its own cars in the train.

Vermont Ry., also, is keeping busy. In an unfortunate accident, the VTR yard crew hit a backhoe just south of Burlington early in the week of Dec. 9, when it drove onto the tracks ahead of the switcher. The driver of the backhoe received very severe head injuries and was still in hospital at the time of writing.

--Sandy Worthen

--UCRS member Doug Wilson adds to the story of the Paris Junction slag trains. These movements do not originate in Hamilton, but much further north, on the CP Rail Nickel Sub. (Slag Point), near Sudbury. The trains carry Inco slag from here to Paris Jct. and also to Brockville for stockpiling by CN. The cars used in these movements are known as the "Lophus" cars as they were formerly used in service from Lophus, Ont. to Depot Harbour. Their use is most intensive in the winter, when they take over from longitudinal ore cars because the slag freezes more deeply in the latter, making removal difficult.



MOTIVE POWER

and car equipment

HAMILTON CHAPTER AND AREA NOTES

by Mike Lindsay and Doug Page

--CP Rail power on the BU-CP and CP-BU: 4248-4241-4244 and 4202-4226-4214; on the Nanticoke Steel Train: 4240-4227.

--CP Rail power into TH&B Aberdeen Yard: Nov. 26--STARLITE: CP 5543 and 8921. Dec. 14--STARLITE: CP 8921-CR 7760-CP 4244. Dec. 20--Rock Train: CP 5732-ACR 183-CP 5500. Dec. 27--Hamilton Acid: CP 5525-8921-4250-4219 (4250 and 4219 for Nanticoke power). Dec. 28--light power: CP 5525-4505 (to pick up rock empties). Dec. 28: Extra

Hamilton: CP 5529-4706 (via Goderich Sub.). Jan. 3: STARLITE: 5589 and 5513. Jan. 16, Extra Hamilton: 5799-8921. Jan. 17, STARLITE: as above. Jan. 18, STARLITE: as above. Jan. 21: Extra Acid: CP 6032-CR 7806-B&O 3731. Jan. 23, Extra Hamilton: CP 5541-B&O 3725-CP 5536.

--TH&B rolling stock is disappearing fast. The railway recently sold 110 40-foot boxcars for scrap, leaving approximately 40 on the roster, next to go will likely be the covered hoppers, reported to be owned by International Minerals and lettered for the railway.

--CN GP9R 7208 and slug 201 appeared on many assignments in the Hamilton area in mid-December. For example, on Dec. 16, they were assigned to Train 557, the Hamilton-Mimico wayfreight (with the slug leading!).

--CN wayfreight 556 now runs out of Hamilton, instead of Burlington. As a result, Geeps are often seen as power, instead of the usual SW1200RS.

--Wednesday, Dec. 4 saw VIA 81, THE INTERNATIONAL, running with an LRC unit, an FPA, and three conventional coaches. Anybody know what happened?

--In addition to the GP40-2's leased from CN by VIA, old friend 9317 (GP40, ex-4017) was observed in service. This engine has had quite a history in TEMPO and GO service, and also filled in for CN 4-8-2 6060 for a couple of weeks in the mid-1970s when the steamer developed major problems.

--According to a radio report on CHUM-FM Toronto, General Electric's Locomotive Division has expressed interest in setting up a locomotive factory in Moncton, N.B.

--FPA4 6762 was observed at VIA's Toronto Maintenance Centre with what appears to be major fire damage.

--Conrail diesel orders for 1986 appear to be as follows: 30 more SD50's, 22 C39-8's, and three of the EMD SD60 demonstrators.

--CN F7A's 9165, 9166 and 9167 have been recently assigned to Fort Erie. The F7B's stored there are also reported to be seeing service again (Tony DeSantis).

--Slug set 7208 and 201 was once again seeing service in Hamilton in late December and early January.

--Hamilton Steel and Railway Equipment dealer S.G. Paikin (on Frid St. behind the Hamilton Spectator Building, near the TH&B roundhouse) has an interesting collection of industrial switchers for sale. Amongst them is a 65 or 80 ton GE, lettered Kimberly Clark 1006. This may be from Terrace Bay, Ont.

--Hamilton's National Steel Car hopes that a test of new double stack container cars now being carried out by CN Rail will eventually lead to additional orders. Business prospects are bleak after NSC finishes a CP Rail coal car order which was scheduled to be completed in December. Each of the CN double stack cars can carry 10 37-foot containers double stacked to a maximum car weight of 41,000 kilograms. The cars are 259 feet long and consist of five depressed platforms permanently coupled together by articulated joints. Forty stacked containers were on the first test run.

--CN Rail has restricted the following Conrail units from the Detroit River Tunnel and Windsor (ex-Conrail) Station area as they have full width snowplow pilots that are not "notched out", and could possibly cause track damage: B36-7's 5000-5059, C30-7A's 6550-6599, and SD50's 6700-6739.

--Milwaukee Road 'B' units spotted by Harold Glover last Dec. 1 are as follows: F7B 73B and 89B, and F9B's 125D and 126C.

POWER NOTES BY BRUCE CHAPMAN

CN Motive Power News

--VIA has leased CN 1229 for long term switching at Mimico.

--All 8700's are now assigned to Moncton.

--GP9 rebuilds at Point St. Charles: 7207, ex-4221; 7208, ex-4512; 7209, ex-4237; 7210, ex-4312; 7211, ex-4328; 7212 ex-4504; 7213 ex-4514.

--Four YBU4 slugs have been renumbered to work with 7207-10; they are 200 ex-458; 201 ex-459; 202 ex-460; 203 ex-462; all at PSC. The 204-211 number series has been left open for rebuilds of 451-457 and 461, with another four becoming 212-215, rebuilt from retired GP9 frames, possibly including 4119.

Assignments--7200, 7201 at Senneterre; 7202-7206 Riviere des Prairies (Montreal); 7207-200 testing St. Lawrence Region; 7208-201 Great Lakes Region; 7209-202, 7210-203 Mountain Region

west of Jasper.

--9316-9317 have been leased long term by VIA.

Stored Serviceable: At Moncton: RS18's 1753, 1758, 1761, 1770, 1775; M420's 2505-10, 12 to 20, 32, 33, 36, 48, 49. HR412 2585. At Montreal: M420's 2501 to 2514, 27, 28, 66; C424's 3209, 3211 to 3213, 23, 28, 31, 36; SW8's 7152, 7171-72, 74, 76, 81; SW 900 7913. At Port aux Basques, Nfld.: RS18 1760. At Senneterre, Que.: GP9's 4477, 4585. Fort Erie: SW8 7165. F7BU's 9195, 6, 8. Halifax: RS18's 1771, 72. Charlottetown, PEI: RS18's 1752, 55. Neebing (Thunder Bay): GP9's 4411-12. Symington: YBU4 454. GMD1's 1007-8-10-11-25-27-28-52; F7AU 'B' 9100-03, 9153, 71. Windsor: SW8 7161. The Pas: F7A's 9156, 9. Calgary: GMD1 1073. Saskatoon: GMD1's 1019, 32, 36-39, 44. GP38-2's 5520-22-23. Calder: GMD1's 1075, 77, 78, 80; GP9's 4345, 52; F7A 'B' 9105-08; F7AU's 9160-61, 64-67, 69, 72, 75, 77; F7BU's 9190-94. Prince George: GP40-2's 9637, 39, 50, 56.

Stored Unserviceable, up for Retirement: GP9's 4610-11, ex-NAR, still in NAR colours. At Moncton: RS18's 3105, 3116; C424's 3201, 06, 08, 14, 16, 18, 32, 35, 37, 39; RS18's 3619, 34, 38, 49, 58, 60, 62, 70, 80, 85, 93, 95, 97, 99, 3700, 05, 06, 09, 14, 37. Montreal Point St. Charles Shops: RS18's 3112, 16, 17, 22, 24, 30, 34, 43; GP9's 4210, 4311, 62, 64, 66, 72, 76, 95, 4416, 73, 74, 89, 99, 4579, 86, 87, 88, SD40 5103; SW8 7155, SW900 8608, GP40 9315. Transcona: GP9's 4215, 45, 72, 75, 4300, 06, 20, 32, 37, 52, 67, 70, 4405, 4610, 11. Fort Erie: GP9's 4516, 25. Toronto: GP9 4274. Moncton: RS18's 1762, 67, 81, S13's 8502, 09, 21. Montreal PSC: SW1200's 1214, 99, 1307, 25, 73, 93. Transcona: SW1200 1209. Saskatoon: GMD1 1064.

Transfers: SW1200's 1388-89, GMD1's 1900-01, Neebing to Symington; SD40 5239, SD40-2's 5272-80 Calder to Symington; SD40-2's 5354-5363 Symington to Montreal; S13's 8512, 8515-20, 8523 Toronto to Montreal; GP38-2's 5568-9 Symington to Saskatoon; 5570, 5576 Saskatoon to Symington.

Misc.--CN has ceased rebuilding MS10's (8600, 8500 and 300 series into 8700's). The last unit outshopped was 8711, on Dec. 16, ex-8502; 8509 and 8521 were returned to their home terminals instead of being rebuilt. 8612 remains in service; it was to become 8710, but was replaced by 300.

Stored Unserviceable: At Moncton: RS18's 1762, 67, 81, S13's 8502, 9, 21. At Montreal PSC: SW1200's 1214, 99, 1307, 25, 73, 93. Transcona: SW1200 1209. Saskatoon: GMD1 1064.

--Laser power into Toronto: DT&I (now GTW) GP40-2's 6408, 09, 12, 15, 18-21.

CP Transfers, etc.--Twelve B&O units were moved to Brownville Jct., Maine for storage: 3700-04-05-11-19-22-23-24-26-28-34-35.

--8031 and caboose 434133 have been assigned to Shawinigan, Que.

--7098, formerly stored at St. Luc, has gone to Merrilees Ltd. (a railway equipment dealer) at Laval, Que.

--6719 has new block heaters and has been assigned to Portage la Prairie; 6569 to Winnipeg Yard.

--CP returned to service on Jan. 21 and 22 the following leased Conrail units, at Toronto: 7749, 7750, 61, 64, 65, 77, 84, 86, 90, 92, 93, 98, 99, 7806, 07. And at Winnipeg, Jan. 22: 7747, 60, 72, 74, 89, 7800, 15.

--The following B&O units were returned to service on CP during January: 3702, 06, 08, 09, 13, 15, 20, 21, 25, 27, 29, 30, 31, 32, 33, 36, 37, 38, 39 (19 units).

--Some Geeps will probably be moved from Winnipeg to Calgary to replace those going into the rebuild program.

--B&O 3707, 3712, 3716, 3717 left Toronto in mid-January for rebuilding at Morrison-Knudsen, Boise, Idaho.

Shoppings--8683 arrived at Ogden Jan. 10 for rebuilding, to be followed by 8695. 8647 will be entering Angus soon.

--6702 entered Weston for overhaul on Feb. 4.

--CP has modified more SD40-2's to act as Beavermouth pushers--they have "power knockout", a feature that causes the unit to go into emergency braking should the lead unit on the train do so. They are: 5582, 83, 87, 5607, 33, 45, 50, 64, 67, 68, 5732, 40, 57, 58, 64, 65, 82, 5806, 5807, 12, 15, 16, 18, 22, 23, 24, 26, 29, 30, 31, 37, 38, 39, 40, 41, 52, 62, 63, 5918, 19, 24, 30, 34, 37, 40, 53, 71, 6001, 04, 05, 13, 31, 34.

Stored Unserviceable--7080 at St. Luc, 7034 at Winnipeg.

Retirements: Approved for retirement, as of Jan. 15, 1986: 6507, 6527, 6529, 6537, 45, 49, 52, 68, 80, 88, 92, 6609, 12, 7011, 7020, 7029, 7032, 34, 61, 80, 89, 90, 99, 7107, 7108.

Sold for Scrap: 6524, 38, 7027, 7050, 52, 54, 57, 60.

SD38-2's

Deliveries from GMD--SD38-2's 3062, 63 Dec. 11; 3061, 64, 65, 66 Dec. 13; 3068, 69 Dec. 16; 3067, 70 Dec. 17; 3071, 72, 73, 74 Dec. 19; 3075, 76 Dec. 20; 3077, 78, 79, 80, 3050, 51 Dec. 23.

VIA Assignments, from John Rushton--Calder: 6300-02. Symington: 6305-13; 6602-07; 6610-17. Mimico: 6303-4, 14; 6501-02, 04-07; 6510-14; 6516, 18, 19, 25, 30, 31, 6550-53-57-66-69; 6618 to 28; 6630 to 37, 6651-2-3, LRC 6900 to 05, 6907 to 16; Montreal: LRC 6917 to 20, 22 to 30; PSC for North Services, 6536, 6540 to 6542, and MLW's 6758, 6760 to 65, 6767 to 6791, 6793, 6860 to 6865, 6867, 6869 to 6871. Stored Unserviceable: 6535, 6537, 6759, 6629, 6858-9, 6866, 6868, LRC 6906, 6921. RDC's 6207 and 6213 are both now back at Sudbury.

Miscellaneous--Ottawa's Museum of Science and Technology has bought CP Maintenance of Way car 411288, formerly the sleeper GRASSY, which was removed from passenger service on Oct. 13, 1960.

--CP's three backshops will shut down during the summer of 1986 as an economy move, commencing in July.

--General Electric is considering taking over CN's Moncton backshops to use them for the assembly of a Chinese locomotive order.

--GTW has bought six GP38's from the Pittsburgh & Lake Erie and renumbered them 5844-49.

--Vermont's Lamolille Valley has bought two CR RS3's.

--The following CP Rail Pacific Region non-mechanical cabooses were transferred to Winnipeg yard service: 437266, 437270, 437271, 437320, 437349, 437350, 437361, 437361, 437369, 437374,

437377. 437051 was transferred from Winnipeg to St. Luc.

--The 20 GO Transit single level coaches sold to ONR for conversion to long haul service on that railway are: 1006, 1010, 1019, 1022, 1024, 1025, 1028, 9825, 9826, 9900, 9902, 9904, 9911, 9913, 9916, 9923, 9926, 9927, 9929, 9930.

--The BCR had a mud and rockslide at Mile 63.4, Squamish Sub. in early November. Units 705 and 751 tumbled 150 feet down an embankment and were still there two weeks later.

--On Nov. 5-6 CR GP9's 7434 and 7438 were hauled dead from St. Thomas to London, and sent to Edmonton on freight 584; they have been purchased by the Canada Western Ry., reporting marks CWX.

--Devco 61 and 203 are both stored at Whitney Pier, while 300, 205 and 212 are stored at Victoria Jct., with 212 still on the roster for snow plowing; 20 is still on the roster also but is not used.

--CP dismantled caboose 434685 at Ogden in November, due to heavy wreck damage.

--BCR units in red-white-blue are RS18's 611, 615; C420 631; S13's 1002, 1003; M630's 715, 716, 721, 722, 729, 763-67, 6001-6007 (electrics). 763-4-5 have Pacesetter controls, 766 straight, 767 Robot Master. RS3 565 has been cannibalized for parts at Prince George. Ex E-L C425's 800-807, 809-12 will be next to go, due to the expense of maintaining their generators.

SHORT HAULS by Bruce Chapman

--Following construction of a 4.42 mile long connection between CN's Rhein Sub. at Hamton, Sask. and its Gorlitz Sub. at Gorlitz, the railway received permission to abandon the Rhein Sub. between Ross Jct. Mile 1.10 and Hamton Mile 13.0. The new line is known as the Hamton-Gorlitz Connection.

--CN's refurbished Port Hope, Ont. station, a beautiful stone structure, has been reopened.

--Some CTC decisions: VIA eliminates stops for passengers in Gaspé at Saint-Noel, Val-Brillant, Lac-au-Saumon, Saint-Alexis, Pointe-a-la-Croix, Cascapedia, and Douglastown; with a contract sales ticket counter, VIA can eliminate the stop at Saint-Godfroi; also, the stops and VIA reps have been removed from Maria, Caplan and Newport. Nouvelle and Barachois were denied. VIA wanted to relocate the Bonaventure station to Saint-Simeon. Que. as well. CN therefore can close or abandon the stations or shelters at Saint-Noel, Val-Brillant, Lac-au-Saumon, Saint-Alexis, Cascapedia, Douglastown, Saint-Godfroi, Maria, Caplan, Newport and Point-a-la-Croix; CN has been ordered to file a report on the physical condition of the Bonaventure station. Temporary repairs are to be executed until CN is able to construct a new station in that community, or VIA may assume responsibility for the design, development and location of a new facility and, once done, the existing station may go. With elimination of the stop at Newport, the nearby Operator at Chandler may be overworked, so an evaluation is to be undertaken within six months.

--At public hearings held between Nov. 26-9 CN applied to remove the station agents at Lloydminster, Edson, Whitecourt and Fort Saskatchewan, Alta.; to remove the agents and stations at Wainwright, St. Paul, Edson, Fort Saskatchewan, Whitecourt, Vermilion, Camrose, Lloydminster, Grande Centre, and Hinton, plus, in Saskatchewan, at Biggar, Unity. Station shelters only to remain at Wainwright, Hinton, Biggar, Edson and Unity.

--CN has received permission to open the Cataragui Spur and team tracks, Mile 0 and Mile 33 near Kingston, off Mile 178.0 of the Kingston Sub.

--CP and the group trying to save the Maniwaki Sub., with the help of the CTC, have an agreement noted as of Dec. 20, 1985. Scrapping of the line will be held up by six months to permit an agreement to be signed in exchange for a tax receipt for \$2.9 million; the National Capital Commission and the Museum of Science and Technology will continue to run the train for the next two years between Ottawa and Wakefield, and CP may abandon from Wakefield to Maniwaki after Jan. 1, 1986. So, unless the Federal or Quebec governments step in, the north end will be ripped up immediately. CP had said that any delay in abandonment of the north end of the line would cancel its agreement with the train supporters' committee.

HAMILTON CHAPTER NEWS by Mike Lindsay and Doug Page

--According to the FLAMBOROUGH NEWS, it looks as though Dundas CN station has been saved. A commitment was made recently by CN Rail to not tear down the station as long as the Dundas Heritage Association agrees to rebuild the structure within a reasonable period of time. The association has been involved in negotiations with CN since the railway announced plans to demolish the station after a 1984 fire did considerable damage to the structure. Consultants have put the cost of repairing and restoring the station to its original 1900 condition at about \$107,000, in three phases. The first phase would involve rebuilding the roof, walls and chimneys, as well as performing other structural repairs, and is expected to cost \$54,000. Subsequent phases would repair the interior fire damage (\$18,000) and then cosmetic restoration, including lattice work and painting, windows and other work has been set at \$35,000. A fund raising project is in the works and hopefully some lottery grants will help out also. Meanwhile, tax deductible donations are being solicited. For further information, write the Dundas Heritage Association, Box 8312, Dundas, Ont. L9H 5G1.

--CP Rail and Soo Line have entered into a joint marketing agreement with Santa Fe, whereby the three railway companies will provide more efficient services to customers shipping between Canada and the Southwestern U.S.

--Dec. 28 marked the 90th anniversary of the opening of the TH&B Hunter St. (Hamilton) Tunnel.

--The TH&B is laying off approximately 20 more employees.

--According to Transport Minister Ed Fulton, Hamilton is to get full GO Transit rail service sometime after service to Burlington is initiated in 1988. Clear preference has been shown by Hamilton politicians and citizens for the TH&B station on Hunter St., which is only two blocks south of the city's major bus transfer point.

--On Dec. 27 the CTC approved the acquisition by Conrail of the St. Lawrence and Adirondack (which CR had previously leased). The railroad has 57 miles of track between Malone, N.Y. and Adirondack Jct. on the south shore of the St. Lawrence near Montreal.



UCRS and other events and activities

by Ed Campbell

---The Jan. 17 Toronto meeting featured a slide presentation by Bob McMann, which commemorated the 20th anniversary of the opening of the original (Keele-Woodbine) section of the Bloor-Danforth Subway and the streetcar lines that were abandoned with that opening. The show was replete with nostalgic views of PCC cars, operating in multiple and singly on the Bloor route, easily North America's most heavily travelled surface rail line after the Yonge route had given up that honour, together with the east and west end tripper services which paralleled it, turning at Bedford Loop. Also reviewed were the Harbord, Parliament, Coxwell and Kingston Rd.-Coxwell routes, as well as the St. Clair-Northlands extension (to Avon Loop), all of which were discontinued with the subway opening. The slides brought back memories of the many strange car assignments in the final days before the opening, including such things as ex-Birmingham cars on Kingston Rd.-Coxwell and A-1 (1938) series PCCs on Rogers Road, to say nothing of some A-1's finishing up their careers on runs on Bloor, where they had not been seen after the first 10 years of their lives. Other scenes which brought back the ambience of the time included snow sweeper action views and crane cars C-1 and C-2 on various surface track jobs, including some associated with subway construction. An interesting and unusual sequence was a series of slides depicting the counter-clockwise circuit of the city of Sand Car W-26, delivering its shipment to the various divisional carhouses. This was another "route" abandoned with the subway opening as Lansdowne and Danforth Carhouses saw the end of rail operation, and W-26 was scrapped in 1967. A painstakingly edited and expertly narrated show kept up the high standard of UCRS meeting entertainment.

--We are saddened to learn of the passing, on Jan. 15, 1986, of Alan Howard, former Curator of the Marine Museum of Upper Canada and an Honorary Member of the UCRS. While his first loves were ships and marine lore, he also had a sincere interest in railways, including rail transit. Mr. Howard had arranged for UCRS meetings to be held at the Marine Museum during a period in the 1960s and on at least one occasion presented the meeting program himself.

--Long time UCRS member Ralph Percy, who has been in poor health over the past two years, is happily out of hospital and is resident at the Rotary-Laughlen Centre on Edward St. He is well known for having assisted the Society in making arrangements for the annual booth at the Sportsmen's Show over a period of many years; we wish him well and a continuing recovery.

--Do not forget to attend the Feb. 21 Toronto Annual Meeting so that you can vote for Directors to fill the vacant positions. Doors open at 7:30 p.m.; location 6th floor auditorium of the Education Centre, corner College and McCaul Sts.

--The UCRS will have a booth at the Canadian National Sportsmen's Show this year and will be needing assistance from the members to look after the booth. This is an important Society event, during which the organization is brought to public attention. Why shouldn't you be a representative? The dates are March 14 to March 23 inclusive. Phone George Meek, 532-5617. 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.". Excellent speakers, including Ross Capon, Executive Director, National Association of Railway Passengers. Admission: a small donation. Location: Hart House Library, University of Toronto, 1:30 p.m. The Association's Annual General Meeting will commence at 10:00 a.m.; all welcome, same location.

Friday, February 21--UCRS Regular and Annual Meetings at the Education Centre, College and McCaul Sts., Toronto, 7:30 p.m. Newscast slides and guests welcome. Time permitting, other entertainment will be provided.

Friday, February 28--The regular UCRS Hamilton Chapter meeting in the CNR station, James St. North, Hamilton. 8 p.m. Featured will be members' 35mm slides; why not take yours to Hamilton for this meeting? Visitors welcome.

Saturday, March 1--JMB Books and Photos, Open House at 5 Kilpatrick Dr., Scarborough. 12 noon to 4 p.m. No children please. Minimum 10% discount available. Note: Please do not arrive before noon. Information: Call 752-0952 before 8 p.m.

Thursday, March 13--Toronto and York Division, CRHA regular monthly meeting at 235 Queen's Quay West (in "The Loft"), 8 p.m. Visitors welcome.

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

Saturday, March 15, Sunday, March 16--T&Y Division, CRHA sponsors the 11th Annual Toronto Model Railway Show, 11 a.m. to 6 p.m., International Centre, 6900 Airport Rd., Mississauga, Ont. 60,000 square feet of exhibits featuring operating layouts (all scales), demonstrations, vendors of railroadiana. The UCRS will operate a booth. Admission: Adults \$4, Seniors \$3, Children (age 6 to 12 years) \$2.

Friday, March 21--Regular UCRS Toronto meeting at the Education Centre, College and McCaul Sts. (6th floor auditorium) at 7:30 p.m. Bring your newscast slides. The entertainment will be announced in the March NEWSLETTER.

Saturday, March 22--The Lake Shore Model Railroaders will hold their 7th Semi-Annual Model Railroad Flea Market, 10 a.m. to 3 p.m., at Lynwood United Church, 1465 Leda Ave., Mississauga. Admission \$1.50. Information and tables: Herb McCoy, 274-4426; Harry Rupert, 255-0230. Tables \$1.50/foot.

Friday, March 28--Regular UCRS Hamilton Chapter meeting at the CNR station at 8 p.m. Members' 35mm slides will feature the entertainment. Bring your newscast slides to Hamilton, they will be enjoyed. GO train service direct to the station leaving Toronto Union Station at 1719 and

1803. Why not visit Hamilton? The second train makes all regular stops: the first one is express to Oakville.

--We are pleased to announce that the UCRS has entered into a publications exchange arrangement with the Bluewater Michigan Chapter Inc. of the NRHS (the "Bluewater Sentinel").
 --We are disappointed that the Ontario Electric Railway Historical Association is not holding its usual series of winter in-town meetings this year.

IOWA TO DINNER PLATES by Sandy Worthen

There was more to Bruce Chapman's brief report on page 12 of the December 1985 NEWSLETTER about the "Davenport type steam locomotive, stored in Quebec City since 1972", than met the eye! Member Roger Boisvert of that place explains: "Being of modest dimensions by today's standard for books, my copy of Ray Corley's valuable work "Preserved Canadian Railway Equipment" (December 1971) is often misplaced in my library. At the beginning of November I had to make a search for it so that I could consult the entry on page 25 under the heading: "Section 11: Industrial Locomotives," regarding No. 48, an 0-6-0 steam locomotive, once belonging to the Gulf Pulp and Paper Co. of Clark City, Que., on the north shore of the St. Lawrence River.

In the Quebec City newspaper LE SOLEIL for Saturday, Sept. 28, 1975, there was an article that stated that this locomotive was to be "plinthed" at Clark City; subsequently, it was bought by Quebec auctioneer Yvon Bordeleau of suburban Neufchatel, together with an ancient coal car. Mr. Bordeleau planned to open an amusement park adjacent to his family's estate on the Blvd. de l'Ormiere. The locomotive and coal car were to form part of the park. Alas! Mr. Bordeleau was obliged to abandon the project in order to pursue a career in the marketing of motley objects, one in which he has worked with considerable success for some 30 years.

Now, after some 10 years in Mr. Bordeleau's yard, Davenport Locomotive B/N 2185 (1931), ex-Dominion Construction Co., once based at the station of the Quebec, North Shore and Labrador Ry. in Sept-Iles, Quebec, has found a new home at Mount Forest, Ont., where its new owner plans to use it as an inspiration for the production of paintings on porcelain.

LE SOLEIL reporter Isabelle Jinchereau said that the industrial locomotive had been purchased by Christian Bell Porcelain of Mount Forest, which would have to spend at least \$20,000 for the transport of the locomotive and tender. The whole shipment, weighing some 80 tonnes, was lifted onto two flatbed trailers by a big crane on Friday morning, Sept. 27, 1985.

While the essential measurements had been taken beforehand, the truckers of the Ontario-based company kept their fingers crossed that the 13-foot high load would fit under all of the overpasses on the freeways en route to Mount Forest.

Once restored, the locomotive could be worth some \$400,000, Miss Jinchereau's report said. (highly unlikely--Asst.Ed.). It was rumored that Christian Bell Porcelain would ask several artists to depict the locomotive during its "transformations". Their paintings thereafter would be transferred to porcelain collectors' plates. Mr. Bordeleau was content to say that he had sold the equipment at a "good price". The transport company had to remove the stack and springs of the engine in order to load it on the flatbed trailer. Miss Jinchereau said that the locomotive had been for sale for about a year and was the twin of another Davenport locomotive preserved at Sept-Iles and formerly the property of the Iron Ore Co. of Canada. "Preserved Canadian Railway Equipment" lists a second Davenport locomotive, No. 38, but does not record it as being preserved".

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