



# Newsletter

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100 YRS CP RAIL

NUMBER 437

MARCH 1986



CRAIGELLACHIE!



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

# THE ITINERANT RAILFAN:1

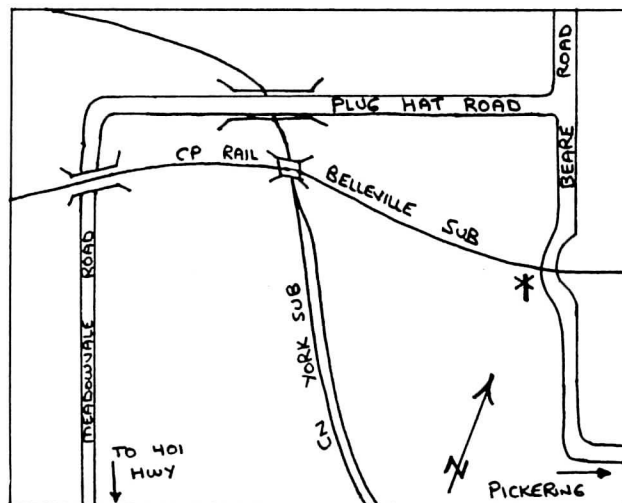
Beare, Ont. Mile 6.5, York Subdivision, CN,  
Mile 193, Belleville Sub., CP

General Location: East Scarborough, Ont.

How to Get There: From Hwy. 401, north on Meadowvale Rd. to Finch Ave., continue north to Plug Hat Rd.; park near overpass and walk south to tracks. CP crosses over CN York Sub.

Rail Traffic: Both rail lines are freight traffic only and are seldom quiet for extended periods. Traffic tends to become heavier towards the end of the week on both lines. CN is controlled by CN "YB" dispatcher, radio frequencies 161.205 and 161.415, but trains can sneak up on you fast. Good hearing and patience are needed. CP is on 161.475 and movements are usually well announced. CN daylight movements (with luck!): CN Nos. 318, 392 and 238, 310, 396 as well as 227, 397, 399. CP now runs Nos. 916, Cobourg Turn, Oshawa Turn, 927, 505, 500 and 501 as well as extra movements, all of which are daylight movements.

The NEWSLETTER hopes to run this column on good railfan spots to watch traffic on a regular basis. Members are asked to assist by sending in their own "best spot", keeping in mind that private property may be involved. Your appropriate conduct at a location will assist others following you who travel there. Observe all safety and railfan rules of etiquette at all times.

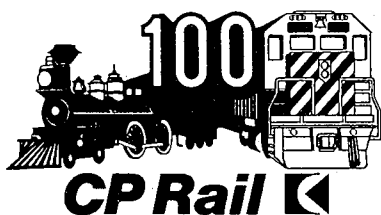


CN Train 310 eastbound on the York Sub. at Beare, Ont. with HR616 2109 leading.

--text, map and photo by Ron Lipsett

# Stand fast, Craigellachie! <sup>(1)</sup>

BY SANBORN S. WORTHEN



Now that 1984 and 1985 are history, it is hard to remember the speculation and excitement that preceded the first formal announcement of what was planned for the celebration of the 100th anniversary of the completion of the Canadian Pacific Railway from Montreal on the St. Lawrence River to Port Moody, British Columbia on Burrard Inlet. Was the announcement in the June 1985 NEWSLETTER taken seriously? It should have been, although not too much detail was given. It said that Canadian Pacific would hold a re-enactment of the driving of the "Last Spike" at Craigellachie in Eagle Pass, west of Revelstoke, B.C., with a cast that would include Revelstoke townspeople. Simultaneously, the announcement said, centennial birthday parties would be held at major centres along the line: Vancouver, Calgary, Regina, Winnipeg, Toronto and Montreal.

There followed the somewhat confusing statement that the re-enactment would be filmed in August (?), "after historical societies and acting groups in the Revelstoke area select a local cast to play the roles of the more than 40 dignitaries, officials and workers who attended the event. The film is to be shown at the centennial events scheduled for Nov. 7." To be sure, the announcement went on to say that there would be a centennial celebration at Craigellachie on Nov. 7, 1985, with a new spike being driven for the "next hundred years" by a modern track laying, spike driving machine. August arrived and, much to the consternation of uninformed railway enthusiasts and historians, amid oceans of media and masquerading Revelstokians, there was a great, colourful celebration at the rededicated cairn at Craigellachie, commemorating the driving of the "Last Spike" in the Canadian Pacific Railway 100 years ago. The August date was selected, it was said, to avoid inclemencies of weather anticipated in Eagle Pass in November.

It rained, anyway.

Participants rode to the cairn in a special CP Rail train of four VIA Rail Canada Budd-built cars (ex-CPR 'CANADIAN' equipment) from Revelstoke, where ancestor CPR Baldwin DRS-4-4-1000 Roadswitcher and recent cousin SD40-2 5878 were showing off during the weekend spectacle.

John Masters told it like this in the pages of the Calgary HERALD: "Accordingly, four VIA Rail cars...pulled out from Revelstoke for the 50-kilometre run to the cairn at Craigellachie. Pierre Berton, who wrote the definitive two-volume account of the building of the railroad--The National Dream and The Last Spike--was not on board. (He was invited but said something about a prior commitment in the Yukon, the CPR guy said.) Neither was Don Mazankowski, the Federal Minister of Transport, who had come, but missed the train. Luckily, a car raced him to a rail siding just short of the destination, so he was able to disembark with the rest on to a freshly sodded green slope and cross a small bridge over the creek while the 37-member RCMP concert band belted out an amplified version of Neutron Dance.

Speeches were made, a new, improved cairn was unveiled, and the 42-member Revelstoke Little Theatre Company, dressed in 1880s costumes, re-enacted the historic moment, right down to Donald Smith's flubbing his first swing of the maul and having to have the bent spike replaced. Ah, Canadian history!"

But when all of the TV cameras had stopped whirring, when all of the press camera shutters had stopped clicking, when all of the spectators, 500 strong, had stopped waving their little Canadian flags and when the 37-member RCMP concert band had stopped belting out the Flashdance tune ("She's a Maniac") in frantic time, the special train departed for Revelstoke and only the rededicated cairn and the artificial, short section of mock-up track, at right angles to CP's main transmountain line, were left.

From that day forward, the hopes of Canadian railway enthusiasts and historians rose and fell daily. Then, on Oct. 9, 1985, a letter from Mr. Russ Allison, President of CP Rail, dispelled all doubts by announcing that there would be a "real" celebration in Eagle Pass on Nov. 7, 1985, at the precise hour and minute of the famous event a century ago. Invited by Mr. Allison and CP Rail were about 100 guests from Canada, the U.S., and Europe. Following the commemorative ceremonies at Craigellachie, the guests would attend a "Last Spike" reception and dinner in Revelstoke the same evening. Omer Lavallée, CP's Corporate Historian and Archivist, would be the host on this occasion.

Speculation was rife. At Ottawa, the National Museum of Science and Technology's ex-CPR class G5 Pacific 1201 and train were prepared for departure, westbound, in steam, to avoid the necessity of removing the main rods, 1201 was assisted by CP Rail GP38-2 3040. The trip to Calgary was made without incident, travelling on alternate days.

On the day appointed (Wednesday, Nov. 6, 1985), having made their own way to Calgary "with warm clothing", the guests assembled in the main lobby of the Palliser Hotel at 11:00 a.m. MST in preparation for boarding the CP Rail special train for Revelstoke at 11:30. The scene was

TO PAGE 5



## NEWSLETTER

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## NO DIATRIBES THIS TIME

--The second month of 1986 bids well to go down in Canadian railway history as Black February. Marked by an almost unprecedented rash of serious train accidents, including the tragic head-on near Hinton, Alta.. it is to be hoped that we never see such a month again, and that the investigations into the accidents will culminate in some concrete measures that will truly make Canadian railroading more accident free. A small element of the NEWSLETTER's readership has somehow perceived previous accident reports in this publication as "diatribes"; for this reason, the Editorial staff will not be writing any factual reports on the February accidents nor--perish the thought--attempting (beyond this brief note) any editorial comment on them. Whatever appears on the matter will have been written by our correspondents only. This may perforce leave 99.9% of the readership somewhat puzzled; however, the previous adverse commentators know who they are, and maybe they will take some perverse satisfaction from this editorial self-muzzling.

LONGEST RAILWAY TUNNEL IN NORTH AMERICA AT MID-POINT--With a blast by 454 kilograms of high explosives, CP Rail in January reached the halfway-point in the construction of the 9.1 mile Mount Macdonald Tunnel in the heart of the Selkirk Mountains. The bore is the centrepiece of CP Rail's \$600 million Rogers Pass grade reduction and double tracking project. The tunnel is being excavated by two contractors, one working from the east portal and the other from the west portal. Manning-Kumagai Joint Venture, which is employing conventional excavation techniques using explosives, detonated the blast that extended the tunnel 11,270 feet from the west portal. They are working 2785 feet below the summit of Mount Cheops. Selkirk Tunnel Constructors is working from the east portal, using a tunnel boring machine that is about 20 feet in diameter. Selkirk is 15,815 feet into Mount Macdonald and more than 3365 feet below its summit. Work crews from each end are expected to meet under Mount Macdonald in late 1986. When completed, the tunnel will be 24 feet high, 16 feet wide, concrete lined and lighted. The tunnel will also use a unique ventilation system to provide fresh, cool air to train crews and locomotives. A divided 1065 foot deep ventilation shaft located about midway in the tunnel will allow for the air in the tunnel to be purged one half at a time. This will permit more trains--which will take about 30 minutes on average to move through the tunnel--to use it during a given period.

--CP Rail release

--Between the reporter and the newspaper story (LE SOLEIL, Quebec City), the account of the history of former Gulf Pulp and Paper Co.'s No. 38 (B/N 2187, 1931)--not no. 48--from Quebec City to Mount Forest, Ontario was mangled somewhat (NEWSLETTER NO. 436, February 1986, p. 18).

Readers should take note of the following corrections, supplied by Ray Corley of Scarborough, Ontario, author of "Preserved Canadian Railway Equipment" (RAILFARE, December, 1971):

1. Ex-Gulf Pulp and Paper Co. No. 48 went to the Iron Ore Co. of Canada and was displayed at Sept-Îles, Quebec, alongside Quebec, North Shore and Labrador Ry.'s ex-Ontario Northland Ry. Pacific type No. 702, in October 1963.
2. Ex-Gulf Pulp and Paper Co. No. 38 was purchased by Yves Bordeleau in 1969; it was moved to his property in Neufchâtel in July 1972. It was offered for sale by Mr. Bordeleau in September, 1975, with no takers. Offered for sale again in June 1984, it was sold to Christian Bell Porcelain, being moved to Mount Forest, Ont. in 1985.
3. The builder's numbers, for reasons unexplained, are reversed: No. 38's B/N is 2187 (1931) and No. 48's B/N is 2185 (1931).

The original report might seem to make the information in "Preserved Canadian Railway Equipment" appear to be incorrect; this was not the intention and this correction is intended to clarify this fact.

--Sandy Worthen

**Cover:** Top photo: CPR G5a Pacific 1201 leads Passenger Extra 1201 West along the Eagle River, en route to its date with history at Craigellachie.

Lower photo: Euan Howard, 4th Lord Strathcona and Mount Royal, drives the Centennial spike. At his right is William Graham, Lord Shaughnessy. Behind Lord Strathcona, wearing a beret, is Omer Lavallée, CP's Corporate Historian and Archivist.

--CPR photos

lively and animated. The participants collected their program envelopes, affixed the special labels to their luggage and the name tags and lapel pins to their jackets. All of these items bore the steam-diesel locomotive/CP Rail/multimark/"100" design created especially for this occasion. Among the crowd awaiting the departure of the "Revelstoke Special" were Drs. Robert Legget, OC, of Ottawa, and David Baird of Drumheller, Alberta, as well as Messrs. Roger Boisvert of Quebec City, J. David Ingles of TRAINS, J. Norman Lowe of CNR, Ray Corley of Scarborough, and Marius Holmgren of Hellerup, Denmark. Some of the guests, overcome by curiosity, surreptitiously gained access to the VIA station platforms beneath the Palliser Hotel to inspect and photograph the special train before the crowd arrived.

Soon the passengers began to board the train. Motive power, a pair of brand new CP Rail SD40-2 units, Nos. 6068 and 6069, which had been standing on the north siding just ahead of the VIA helper cab unit for that day's VIA No. 1, THE CANADIAN, had moved out and backed down to couple up to the VIA steam generator car, 15474 (ex-CNR). Following it were CP business cars STRATHCONA and SHAUGHNESSY, appropriate choices to transport distinguished guests Euan Howard, 4th Lord Strathcona and Mount Royal, Lady Strathcona and members of their family, and William Graham, Lord Shaughnessy and Lady Shaughnessy. VIA sleeper FRASER MANOR, ex-CP CANADIAN equipment (as were the rest of the cars) was for the VIA on-board crew. The dining car was "IMPERIAL", the coach was 123 and the scenery was viewed from dome-observation car "TWEEDSMUIR PARK". Seven hours, 20 minutes, 262.6 miles and three mountain passes (Kicking Horse, 5,332 feet; Rogers, 3,745 feet; Eagle, 1,739 feet) to the west was Craigellachie, the lonely spot where the commemorative celebration would be held.

As the train left Calgary, the day was bright and sunny and the special gathered speed up the Bow River Valley. The 6,000 hp on the head end made light work of the eight-car train. The first sitting for lunch was announced as the train wound around the curves at Ozada and Cranmore. A special luncheon menu was at each place in the diner; guests were to keep it as a souvenir. All along the Bow River, there were small herds of Wapiti elk. There was an unexpected, momentary stop about 10 miles east of Banff, caused by an unanticipated right-of-way dispute with a signal maintainer's track car. Afternoon "tea" was served about 1500 MST.

The view from TWEEDSMUIR PARK's dome was spectacular, with the whole landscape, including the towering mountains, having been freshly decorated for the occasion with a fresh fall of snow. As the train rumbled through Banff the sun became hazy, and by Lake Louise snow was falling lightly. There was enough light for fast film photography at the famous Spiral Tunnels above Field and at that 13-minute crew change and fuelling stop, but darkness and Pacific Standard Time overtook the special as it wound its way down the Kicking Horse River to Golden on the Columbia.

The first sitting for dinner had been announced after the special left Field and the second seating began as the train climbed the grade up the Beaver River valley to the east portal of the Connaught Tunnel. First service diners, in true "CANADIAN" tradition, gathered in TWEEDSMUIR PARK for coffee, liqueurs and scenery. The view from the dome, in the winter dark, was spectacular, with the powerful triple headlights of lead unit 6068 lighting up the right-of-way around the curves and through the cuts and tunnels of the Illecillewaet River's Albert Canyon.

The night was spent at Revelstoke; Thursday morning departure for Craigellachie in Eagle Pass was at 7:15, an early start, to be sure, but obligatory, as occupation of CP's busy trans-mountain main line by special trains and commemorative ceremonies had been authorized by Operation and Maintenance for only five hours!

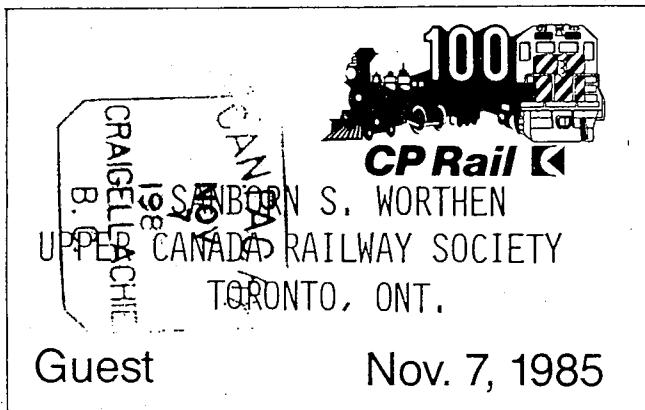
A thrilling sight confronted the guests at CP's divisional offices at Revelstoke on the memorable morning. To take the party the 27.8 miles to Craigellachie was another special train, this one steam hauled by ex-CPR class G5a 1201, owned by the National Museum of Science and Technology, Ottawa. 1201's smokebox front was decorated appropriately with a tuscan red and gold commemorative sign. Following 1201 were CP business cars STRATHCONA and SHAUGHNESSY from the Revelstoke Special of the previous day, ex-CPR lightweight baggage/buffet/coach 305 (NMST), coach SAND POINT lettered "Canada Central" (NMST), coach MICMAC lettered "Dominion Atlantic" (NMST) and, bringing up the rear, painted yellow and unlettered, the piece de resistance: 103-year old passenger car "Construction Car", sometimes known as "76", ex-Northern Alberta Rys. DUNVEGAN.

Indeed, "Construction Car" is about as rare as they come. Built by Harlan and Hollingsworth, Wilmington, Delaware in 1882, it was part of the train that went from Revelstoke to Craigellachie a hundred years ago, on Nov. 7, 1885. What other railway company, anywhere in the world, could boast of such a triumph? In the beginning, "Construction Car" was owned by CPR contractors Langdon, Shepard and Co.; later it became CPR ROSEMERIE, then NEW BRUNSWICK. Later still it was sold to the Edmonton, Dunvegan & British Columbia Ry. (1920) and so to the Northern Alberta Rys. Now part of the Heritage Park collection, Calgary, it was removed from the museum expressly to form part of the "Centennial Train". It is in the process of being restored to its original condition; regrettably, it will not see daylight again for a long time.

This century at Revelstoke at 7:15 a.m. it was overcast with a tendency to snow: much the same, as one historian remarked, as the weather on that other, previous occasion. Once out of the yard and across the Columbia, 1201, operated by Engineer W.E. Ottewell and fired by W. Struga, buckled down to its task and the eyes, ears, nose and (ice cold) fingers were regaled by the sights, sounds, smells and seismic disturbances (vibrations) of the classic steam hauled passenger train. Conductor O. Sinclair ("Sinc") Jones and Trainmen W. Pryhitko and O. Willford looked after Company and passenger welfare. Dave Ingles was heard to observe that "Construction Car" on the rear end was a unique vantage point on a unique train on a unique day!

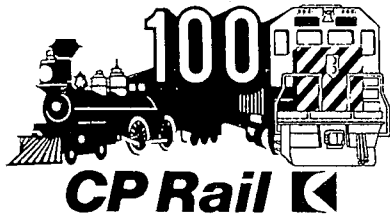
The official centennial ceremony began at 9:00 a.m. PST. Mr. J.P. Kelsall, Vice-President, Operation and Maintenance, CP Rail, welcomed the guests and spectators (there were bus and automobile loads of the latter on the slushy, grassy bank) to the CP Rail "family occasion", introducing the hosts and distinguished guests on the dais, while the sun tried hard to shine:

--The Right Honorable Lord Strathcona and Mount Royal and Lady Strathcona, London, England; The


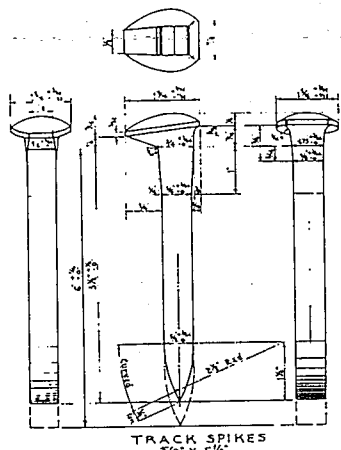


### Original Canadian Pacific Transcontinental Main Line Rail of the 1880's.

This is a slice of the original steel rail laid on the Canadian Pacific transcontinental main line during the 1880's. These rails weighing 28kg/metre (56 pounds per yard), were rolled in mills in the United Kingdom and in Germany. After being replaced with heavier steel for main line use, the excellent quality of these original rails allowed them to be reused on secondary lines and in sidings.



Community Centennial Train

<p>N<sup>o</sup> 2719</p> <p><b>Certificate of Authenticity</b></p> <p>This certifies that the attached CP Rail steel spike was used on the transcontinental main line during 1985, the centennial year of the driving of the Last Spike, which occurred at Craigellachie, B.C., on Nov. 7, 1885, at 9:22 a.m. (Pacific Time). This spike was one of countless millions hammered home during the past century. It was removed from the main line during normalized maintenance after 30 years' service.</p> <p><i>Omer Lavallée</i></p> <p>Omer Lavallée Corporate Historian &amp; Archivist Canadian Pacific Limited</p> 	 <p>TRACK SPIKES 2 1/8 x 5 1/2 5/8 x 6</p> <p>In railroading, there's nothing quite as basic as the standard track spike. Yet, the simple spike is as important to the railway as steel rail and locomotives. It is also an important symbol. Canadian Pacific's "Last Spike" was driven by the Honorable Donald Smith at Craigellachie, B.C., on Nov. 7, 1885. Since then, the Last Spike and countless millions just like it, have been replaced over and over again. The 5 1/2-inch iron spike used 100 years ago at Craigellachie was replaced with a six-inch low carbon steel spike - now CP Rail's</p>	<p>standard spike size. The life expectancy of today's standard spike varies. On sections of track carrying heavy tonnages or where there are long curves, spikes are normally replaced every five years. In areas where there is less traffic, such as on branch lines, spikes can last 20 years or more. Each year, CP Rail orders nearly 4,000 tons of six-inch spikes - more than 9.7 million individual spikes. Despite the fact railway operations have changed dramatically over the years, the spike design has remained virtually unchanged for at least a century. Today's railway engineers have described the common track spike as a marvel of engineering design. Track spikes must hold in place steel rail and tie plates and are subjected to forces exerted by trains weighing up to 14,000 gross tons. In heavy traffic corridors spikes are subjected to these types of forces as often as 30 times a day.</p>
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Right Honorable Lord Shaughnessy and Lady Shaughnessy, London, England; Mr. Ian B. Scott, Chairman and Chief Executive Officer, CP Rail, Montreal; Mr. Russell S. Allison, President, CP Rail, Montreal; Mr. J.D. Bromley, Senior Vice-President, Pacific Region, CP Rail, Vancouver; the Honorable Judge Rene Marin, Chairman, Canada Post Corporation, Ottawa; Mr. S. Graham, MP, Kootenay East, Cranbrook, BC; the Honorable Garde Gardom, MP, Minister of Intergovernmental Affairs for British Columbia, Vancouver; Mr. Clifford Michael, MPP, Shuswap-Revelstoke, Tappan and Victoria, B.C.

After being introduced by Mr. Kelsall, Mr. Allison welcomed the guests, "particularly those whose vocation and interests are in recording and preserving the history of the CPR." He referred to the special exhibition "Well Done in Every Way", opened at the beginning of the month at the National Museum of Science and Technology, Ottawa. This exhibition tells the story of the construction of the Canadian Pacific Railway and its evolution into the modern, multi-faceted corporation that it is today. This display is expected to attract thousands of visitors during its 14-month run.

Accompanying Lord and Lady Strathcona were their two sons, Lord Strathcona's sister and her husband and his niece. Lord and Lady Shaughnessy's son accompanied his parents to the celebration. Mr. Allison welcomed these distinguished guests to Canada and to Craigellachie.

The CPR President then speculated on the astonishment that must have filled the builders of the CPR a hundred years ago, when they understood the significance of the work which they had completed successfully. The construction of the railway, a colossal achievement even by today's standards, was essential to bring to British Columbia the full promise of Confederation, and also as a necessary physical link to develop Canada's North West. "But," Mr. Allison said, "it was the legacy of spirit, imagination, inventiveness and tenacity of those early railway pioneers that has been their greatest gift to a new nation." Without these qualities, Canada would have died in infancy and the CPR, the "Great Railway", would have become a long, mouldering road to nowhere. Happily, however, the outcome was quite different, Mr. Allison said, and that was the reason for our presence at Craigellachie today, looking with confidence and enthusiasm to the future.

After Mr. Allison's remarks, Mr. Kelsall observed that, in a telegram to the Honorable John A. Macdonald, Canada's Prime Minister 100 years ago, William C. Van Horne said that the "Last Spike" in the railway was driven at 9:22 a.m. and that that time was now approaching. To commemorate the accomplishments of the last 100 years and the challenges of the next 100, two spikes would now be driven into a tie in CP's main line, one by a traditional spike maul, and one by a modern spike driving machine.

To drive the first commemorative spike, Mr. Kelsall called upon Lord Strathcona, great-grandson of the Honourable Donald Smith, senior Director of the CPR 100 years ago. As the moment approached, Mr. Kelsall handed a railway spike and spike maul to Lord Shaughnessy and another spike to Mr. Ian Scott, while he remained on the dais holding a railway watch.

On the main line, William Graham, Lord Shaughnessy, grandson of Thomas G. (later Lord) Shaughnessy, Assistant General Manager of the CPR in 1885 and later its third President (1889-1918), started the spike in the tie, while Mr. Scott placed his spike in the spike driving machine. One minute before 9:22 a.m., Lord Shaughnessy handed the spike maul to Lord Strathcona and Mr. Allison sat down at the controls of the spike driving machine. Lord Strathcona then began to drive home the spike and finished doing so at precisely 9:22 a.m. Thereupon, Mr. Allison drove home his spike by means of the machine. As the two operations were finished, Engineer Ottewell blew a triumphant blast on 1201's whistle, and "O Canada" was played on the public address system and was sung by the participants and spectators.

"All I can say is that the work has been done well in every way." (2)

When the participants in the ceremony had returned to the dais, Mr. Kelsall introduced Lord Strathcona who, slightly out of breath, admitted that, in preparation for the pleasant duty just performed, he had used a spike maul and a wedge to split firewood at his country place in Scotland. He commented on his great-grandfather's early association with the fur trade in Canada and noted that the transition from this activity to involvement with Canada's first and most important transcontinental railway was logical and simple.

Lord Strathcona then held up the spike which his great-grandfather had bent on that previous occasion; it was now one of his family heirlooms. Recently, it had been displayed at the British Columbia Provincial Museum in Victoria, B.C., as part of a special exhibit entitled "The New Highway to the Orient--Canadian Pacific and British Columbia: 1885-1985." Over the years, small discs had been cut out of the spike for commemorative miniatures, but it had the appearance still of a railway spike. Because of its special significance to the people of Canada, Lord Strathcona said that he felt that it would be appropriate to "return this famous piece to its homeland," and therefore he was asking Ian Scott to accept it for the National Museum of Science and Technology, Ottawa, and a permanent place among the Museum's exhibits.

In thanking Lord Strathcona for his gift, Mr. Scott said that the two spikes driven at the present centennial celebration would also be sent to the Museum to form a combined exhibit. He described the driving of all three of these spikes as acts of faith in the perpetuation of the Canadian Pacific Railway, in whatever form it might assume in the future. He conveyed the best wishes of the guests and spectators to future generations of railway people.

Mr. Kelsall then announced that receptions would be held that evening at major cities across Canada, where CPR people, their customers and their friends would mark the anniversary. Best wishes would be sent to these gatherings by a recorded message, which was then played to the guests and spectators. At the conclusion of this message, Mr. Kelsall said that Canada Post was issuing a series of stamps showing Canadian steam locomotives and that one of the locomotives portrayed was a CPR Class P2a 2-8-2 built in the Company's Angus Shops, Montreal, in 1919. The Honorable Judge Rene Marin, Chairman of the Board of Canada Post, was introduced.

Judge Marin unveiled a plaque showing the new stamp and thereafter presented sets of the new stamps to the guests on the dais.

Although the new cairn at Craigellachie had been unveiled at the ceremonies in August, Mr. Kelsall nevertheless described it for those who had not yet had an opportunity to examine it. The cairn contains stones from the 10 provinces and two territories of Canada, as well as one from Craigellachie in Scotland, installed in the base. The bilingual plaques on the cairn were unveiled by Lord Strathcona, Lord Shaughnessy and Mr. Allison, to the music of the pipes!

"All Aboard for the Pacific!" (3)

At the conclusion of this ceremony, Mr. Kelsall declared the special celebration to be at an end and asked the participants to wait until the guests had boarded the special train for the return journey to Revelstoke and Calgary that day. The guests who were remaining at Revelstoke for the "Last Spike" reception and banquet returned on the steam hauled special train.

Formalities dispensed with, railway historians, photographers, travellers and other enthusiasts could now celebrate the centennial. The first interesting manoeuvre was to remarshal 1201's train for the return trip to Revelstoke, with "Construction Car" on the rear. During the back-up movement to the "Y" at Taft, there was time enough for a photo runby at the east end of the siding (and mile board) for Craigellachie in the "cloudy bright" that persisted all the way back to Revelstoke. Once "Construction Car" was again on the rear end, the special had to wait in the siding for the first of a seemingly endless number of east and westbound freights, which had been waiting for the expiration of the main line occupancy order.

Eastbound at Mile 10, along Summit Lake, 1201 and train stormed out of a tunnel through clouds of mist and exhaust, executing another runby to the delight of photographers and observers, some of them a quarter mile away on the highway on the opposite side of the lake. Nimbly slipping by caravan length freights, 1201 rolled the train across the Columbia and into Revelstoke about 1330.

A planned visit to the new Mt. Macdonald Tunnel under Rogers Pass had to be cancelled because of the threat of avalanches. Instead, guests were invited to view the Revelstoke Dam on the Columbia, the Revelstoke Museum, or to inspect CP facilities, where 1201, being duly spotted advantageously, was the centre of attraction.

That evening, 80 guests attended a "Last Spike" reception and banquet at the Sandman Inn. Omer S.A. Lavallée, Canadian Pacific Corporate Historian and Archivist, presided. Tony Clegg, Saint-Hilaire, Quebec, asked the blessing. Leonard A. Seton, QC, Lachine, Quebec, proposed the toast to the Company. Marius Holmgren, Hellerup, Denmark, expressed his delight at being there. Ray Corley tendered a vote of thanks to Mr. Lavallée. The special banquet menu was at every guest's place, together with a 1985 solid steel spike (authentic) from CP Rail's main line, a section of 56-pound per yard steel rail of the 1880s, polished and authentic, and an impression of a ticket dater from the fictitious station at Craigellachie, B.C., November 7, 1985. Wines served were (Chateau) Craigellachie 1885-1985 from Mission Hills Wineries (BC), a 1983 Chardonnay white and a Pinot Noir 1981 red. The toasts and speeches continued until a late hour.

At a later hour, some hardy travellers gathered at the VIA station in Revelstoke, waiting to board Train 2, THE CANADIAN, eastbound at 3:20, more or less, concluding the centennial celebrations. It would be quite a while, if ever, before Revelstoke would see the like. Altogether, it was a memorable occasion.

#### Notes

(1) Cable from George Stephen to Donald Smith, 1884.

(2) William Cornelius Van Horne, at Craigellachie, B.C., at about 9:30 a.m., Nov. 7, 1885

(3) Unidentified voice, November 7, 1885, noted by Sandford Fleming

Recommended reading: "Again--two plain iron spikes" J. David Ingles, TRAINS February 1986, pp 18B-19

## BUSINESS CAR

# 76

## REVISITED

by M.F. Jones

For a variety of reasons, I was unable to attend the ceremonies at Craigellachie, but managed a visit to Revelstoke the next day, mainly to pick up a local paper (actually the paper didn't come out until the following Wednesday). While there, I took the opportunity to gauge the after-Last Spike mood, look into the construction of the Macdonald Tunnel, enjoy the mountain air and have a splendid meal at Glacier Park Lodge, on top of the Connaught Tunnel.

The mood in Revelstoke had subsided, but nearly everyone I talked to had attended the ceremony, finding it most enjoyable. I spotted a couple of kids wearing the "CP 100" pin, illustrated lately above some NEWSLETTER articles; Daddy worked for the CPR; but then, almost everyone does in Revelstoke. Eventually, I reached the back of the roundhouse and, since the light was quickly falling behind the mountain, elected to stay off the property. In the distance, I spotted the special varnish still coupled together, except that the business car and the 1201 were missing. I surmised that they were inside the roundhouse.

On the way out of town, walking along the right-of-way, I encountered a gentleman shooting freights with very professional video equipment. We briefly talked about the ceremony; he loosely indicated to me that he was a local CP employee. A question about the forthcoming move of 1201 to Calgary brought out the fact that she was going to Kamloops. It makes sense, as

Kamloops is much nearer to Expo 86 and fuel can be saved by not having to journey from Calgary. In addition, winter in Kamloops is almost bearable.

A couple of weeks later, while reading the NEWSLETTER, I suddenly became curious about the whereabouts of Car 76. Phoning Heritage Park, I was eventually referred to Lorraine, the Curator. The car was her favourite artifact, but she could give me only a thumbnail sketch of the move. During the day shift, Oct. 15, her staff moved the 76 outside the roundhouse where it is stored and set it on a flatbed. Late in the evening, so as not to disturb traffic, the car was trucked to the VIA yard, in an unpublicized move. I spotted the car the next morning; the rest is history. A couple of days after the ceremony, a special consist of diesel engine (CP 3040?), Business Car 76 and a caboose left Revelstoke for Calgary. The move was done "with care"--her words. It reached Calgary during the day and was trucked to Heritage Park at night, again unpublicized, where it is now safely back indoors.

My inquiry about the car's history brought far more complete detail. I had expected a couple of brief details; it turned out to be Lorraine's favourite subject. The index card came out of the Heritage Park file and I copied. Apologies to the purists, if notes taken by phone have omitted some very small portion.

The car was built (finished?--Ed.) on May 20, 1882 by Harlan & Hollingsworth, Wilmington, Delaware, for Langdon & Shephard, the company contracted to lay the steel to Calgary. The task completed, the car was sold to the CPR. "Sometime" in Feb. 1885 or '86, it was renamed CONSTRUCTION CAR and assigned to the Manager, Mountain Division.

In 1886, the car was renumbered 76, assigned to the General Superintendent of the Eastern & Ontario Division, and based at Hochelaga Shops, Montreal, where it remained from 1886 to 1903. In 1884, the car had become ROSEMERIE. From 1903 to 1916, still in Montreal (at another location), it was assigned to the General Superintendent, Atlantic Division and made a special trip to Halifax, to pick up the body of Sir Sandford Fleming and bring it to Ottawa. Based in New Brunswick in 1916, it was assigned to the General Superintendent, New Brunswick District. It was withdrawn from service in 1918 and returned to service in 1919 as spare car ROSEMERIE.

Sold to the Edmonton, Dunvegan & British Columbia Ry. in 1920, the erstwhile 76 became a Business Car for the General Superintendent. In 1929, the car was lettered for NAR, when the ED&BC Ry. became part of the Northern Alberta Rys. At that time, it was assigned to the First General Manager and remained so until 1948. That year, it was renumbered NAR 3, locally known as "The NAR 3-spot". Donated to Heritage Park in 1964, the car appeared in the CBC production "Father Lacombe" in 1972 and again in the CBC documentary "The National Dream" in 1973.

Presently, the car is stored in an excellent facility: the roundhouse in Heritage Park. Other displays include a yard goat, lettered for Canmore Mines, actually a steam loco with a diesel prime mover in the tender. When the real steamer, "CP" 2024 (actually a former Pacific Coast Terminals 0-6-0 built in 1942 and never owned by the CPR--Ed.) is under the weather, the goat is hauled out and wheels tourists around the park. Other displays, inside, include CPR car 100 YORK, once used to transport Queen Victoria's son and daughter on a cross-Canada visit; the (second) EATONIA, used by the famous retail family, as well as a reproduction, built within the Park, of a Winnipeg horsecar, to be placed in revenue service at some future time.

I finally asked the Curator why car 76 was still unlettered. Simple. In a museum setting, artifacts must be absolutely historical, with no room for doubt. At this stage, it has not been possible to come up conclusively with the car's name/number as it was during the Craigellachie ceremony of 1885. Lettering will eventually be applied; most likely, Lorraine said, it will be CONSTRUCTION CAR.



VIA Rail Canada Inc.

--VIA Rail Canada's performance figures for 1985, released recently, were not very encouraging. The annual deficit increased by \$126 million, but the Corporation insisted that it would not exceed the reduced spending guidelines imposed by Minister of Finance Michael Wilson. It seems likely that this policy will be reiterated and reinforced in the forthcoming 1986 budget.

The considerable (31%) increase was due partly to the restoration of six passenger trains in July 1985, which brought up the deficit to \$524 million from \$398 million in the previous year, even though the Corporation carried more passengers and earned 14% more in derivative revenues. Total operating expenses in 1985 were up by 22% (\$130 million) to reach \$725 million. Passenger revenues reached \$201 million.

In more detail, the cost of restoring the six passenger trains totalled \$34 million, a bitter election promise pill for the Progressive Conservative government of Prime Minister Brian Mulroney--and Minister of Transport Don Mazankowski--to swallow. The services reinstated were the SUPER CONTINENTAL between Winnipeg and Vancouver; the segment of the transcontinental CANADIAN service from Montreal through Ottawa to Sudbury, and its Toronto-Sudbury adjunct; the ATLANTIC service, from Montreal to St. John, N.B. and Moncton to Halifax, through the sparsely populated northern state of Maine; the "commuter" Dayliner service to Peterborough and Havelock from Toronto; the SAINT-LAURENT service from Montreal to Levis. Riviere du Loup and Mont-Joli, Quebec, and the "commuter" service from Montreal to Saint-Hyacinthe, Richmond and Sherbrooke, Quebec.

VIA has been ordered to cover more of its costs through increased passenger revenues. To do this, the Corporation has raised fares by an average of 12% since December 1984. These increases resulted in the covering of 27.8% of the operating expenses in 1985, compared to 29.8% in 1984. A spokesperson for VIA said that the Federal Government's directive implied further fare increases in 1986, but the amount and timing of these potential increases were not revealed.

--Sandy Worthen



# BUFFALO METRO RAIL

by  
Gordon J.  
Thompson

## IS IT REALLY STANDING ON ITS HEAD?

The December 1985 UCRS NEWSLETTER contained an article by Ronald H. Deiter, giving his impressions of new rail operations in Buffalo, Toronto and Pittsburgh. I do not know Mr. Deiter. His remarks on Buffalo deserve some response.

First, none of Toronto, Buffalo or Pittsburgh--or any other city for that matter--designed transit facilities to suit a "filbert's" expectations or definitions of a mode. The facilities are tailored to suit the individual area's needs. Mr. Deiter plays Don Quixote (in creating a problem, then becoming the hero in resolving it) by saying that Buffalo "seems to stand conventional wisdom about 'light rail' on its head..." Most people know that "light" in light rail transit does not refer to weight of rails or vehicles. Until UMTA coined "light rail transit" and "light rail vehicle", the term was "light volume rapid transit". Further, the Niagara Frontier Transportation Authority and UMTA never called the Buffalo project light rail transit (LRT). It was carefully labelled Light Rail Rapid Transit (LRRT), indicating that it is LRT with heavy rapid transit characteristics. It is in the same category with SEPTA's Red Arrow Norristown High Speed Line--and Edmonton's LRT for that matter. Definitions of LRT have broadened over the years to a considerable extent. I personally regard the Buffalo line as LRT (but fitting well within "Conventional Wisdom"). I like the definition offered by Harold Geissenheimer (a veteran U.S. transit manager--Ed.) at the Transportation Research Board's National Light Rail Transit Conference on Cost Effective Design last spring in Pittsburgh: "Light rail transit is whatever you want it to be." (At that time, incidentally, railbuses were ushered in as LRT.)

Buffalo need not make any apology for running 67-foot cars and not having to haul around the deadweight of an excess bogie under an articulated joint. NFTA had the opportunity to design from scratch, not having to adhere to any in-place older system. There are no sharp curves. As for train length, Mr. Deiter, who seemed astonished to see two-car trains on Buffalo's Main St., will be shocked when he visits Calgary or San Diego and witnesses cars longer than Buffalo's coupled into three-car trains "trundling" down main streets.

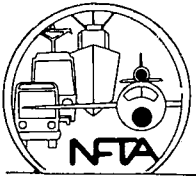
Mr. Deiter observed wrongly that the downtown stations are only for two-car trains. All stations on the NFTA line are for four-car trains. Three-car trains are, indeed, now running. Four-car trains are not just for eventual future capacity, but will likely be seen after the 6.4-mile line is finished and crowded events let out at Memorial Auditorium (south terminal of the line). No, NFTA is not hoping for a downtown subway in the future. Any funds of such magnitude that can be found will be devoted to onward extensions into the suburbs from both ends of the present line.

The surface operation has several advantages in addition to costing less than a subway. Had the line gone underground, there would have been three subway stations (each with access to the surface in two locations). With the surface alignment, trains stop at approximately the six subway station entrance sites. Passengers are distributed by NFTA's trains to six downtown points with reduced walking distance to reach destinations and with no need to change levels by stairways or escalators. The trains are always evident to the prospective riders and the storefronts and other street activity are always in view from train windows.

Buffalo did not get "shoestring rapid transit". Buffalo did not aspire at any stage in the years of rapid transit development to have rail lines like BART, Washington, Atlanta, Baltimore and Miami, which Mr. Deiter identifies. He has mentioned the set of North American cities that opted for city-to-suburbs rapid transit. Buffalo planning occurred side-by-side with Baltimore and Miami--not in a later era as Mr. Deiter suggests. Buffalo, however, opted for an urban rapid transit system such as in New York City, Chicago, Boston and Philadelphia in the U.S. and Toronto and Montreal in Canada--with inspiration mostly from Toronto. City-to-suburbs systems are characterized by long distances between stations so that the trains can compete with automobile driving time from outer suburbs. Urban systems, on the other hand, have short station spacing; they are intended to serve the area through which they pass.

The Buffalo Metro Rail line does not suit Mr. Deiter's notions of what LRT ought to be. It does, though, suit the unique conditions of a city with high population density, a linear downtown with its financial, office, retail, and entertainment districts all in a row along Main St., and a tight network of connecting city bus routes. It has been running for only a matter of months and is not even finished, yet is already carrying more riders than most other North American LRT lines (including Pittsburgh's) and some Heavy Rapid Transit lines. With five miles of running, it carries more riders than Miami's 20-mile HRT line, and carries more riders per mile than did Atlanta's initial 6.7 mile line. So, score one for unconventional wisdom!

While I believe that Mr. Deiter similarly misunderstands the Toronto and Pittsburgh projects that he visited, I'll comment on only one item. The Pittsburgh LRT does have a loop at Penn Station, so PCC cars will be able to operate to that terminal. When I saw it in May, 1985, the catenary system was almost finished, the ballast was spread, and track was about to be laid around the loop. Unlike the Cleveland practice, Pittsburgh's LRV's will use loops at the terminals. --(Mr. Thompson was formerly Director-Planning and Environment, NFTA).

TRANSIT MALL AND NORTH END OF METRO RAIL FOR 1986 COMPLETION

(The following consists of extracts from an article by Mike Vogel in the Buffalo News which presents, among other things, information at some length on the Buffalo transit mall. This is repeated here because the development will provide a prime North American example of what can be done when free wheeled traffic is chased off of a significant length of a prime city street, to be replaced by a rail transit line which is "embellished" or "celebrated" in a way which promotes both the transit line and the street as a whole. Would that more cities were in a position to do similar things.)

Although 1985 was a year of troubles for the Niagara Frontier Transportation Authority, there were real gains made in the agency's reshaping of Buffalo's transportation future. Workers slogged their way through the construction pit work that sets the stage for more glamorous downtown mall and rail line touches in 1986; gains that may, in the very long run, even offset the chaos that led to the firing of the NFTA's Executive Director and his assistant in the last week of the year.

Financial woes carry over from 1985 to 1986, with the agency borrowing more than \$3 million from 1986 operating grants to pay the bills from 1985. The new year will see job cuts and some reductions in bus service. But there is excitement at the Metro Transportation Center, too, over the flowering of five years of transit line construction this year.

A public agency that by its nature puts a greater emphasis on service than profits, the NFTA has nevertheless announced budgetary cutbacks as it tries to cope with a growing deficit that isn't covered by Federal or state subsidies. For 1985, the NFTA's portfolio of transportation branches produced only one money-maker, the Greater Buffalo International Airport. The Port of Buffalo came close to breaking even, but the Niagara Falls International Airport, Metro Bus and Metro Rail lost substantial sums.

There could be substantial changes in the future as the agency tries to hold the line on costs. There may be cutbacks in the number of runs on some bus routes in Niagara and Erie Counties, especially in rural areas. Metro Rail ridership will be monitored closely this year, as the entire Main Street system opens and administrators continue efforts to find funding for an extension of the route.

The NFTA project with the most dramatic impact on the shaping of the city of Buffalo remains, by far, the Metro Rail line and downtown pedestrian mall--a project that will reach completion in 1986, following a nightmare year of downtown sub-surface construction work in 1985. Last year was a milestone for the transit line itself, seeing the start of scheduled passenger service on the rail line. During 1986, the temporary wooden boarding platforms in the downtown area will give way to permanent stations, and the new underground LaSalle and South Campus Stations also will open, completing the core system.

The opening of the final two underground stations has been viewed as the key final development in finishing the city's light rail rapid transit project. NFTA commissioners have considered opening the \$29 million South Campus Station first, sending trains speeding through the lagging \$25 million LaSalle Station, but all of the intermediate station's emergency and safety systems would have to be completed first. "Most likely, they'll open together", notes Lawrence M. Meckler, General Manager of the NFTA's Metro Construction Division. Target date for the completion, which will extend the line from its temporary Amherst Station terminus all the way to the State University's Main Street campus, is Nov. 12.

On the downtown pedestrian and transit mall, progress will be even more dramatic. The entire series of surface transit stations in the downtown area is scheduled for completion in 1986, following extensive excavation and preparations in 1985. Nearing completion now is the Auditorium Station, despite the lack of funding that will keep a proposed electronic message board out of its bright red steel tower. The Huron Station's arches and light medallions also were erected in 1985, but the Seneca Station remains a problem with vault replacements and other sub-surface work still incomplete. "The station completions will be staged through the year", said mall engineer Richard Zynda. The NFTA hopes to complete the Auditorium, Huron and Seneca Stations in early summer and the Theatre District and Lafayette Square stops as the construction season continues.

The station construction, however, is just part of the \$42.5 million pedestrian mall project, which includes \$500,000 targeted for art that seems certain to take the form of a major laser installation that could focus national attention on Buffalo. The first signs of the mall completion this year will take the form of leaves rather than light, however. Landscaping work started on the mall late in 1985, with the planting of trees in pits and containers along Swan and Mohawk Streets, Chippewa and Seneca Streets. By the time summer arrives, most of about 300 trees--some up to 28 feet tall, with trunks eight inches in diameter--will be planted and adding greenery and shade to the mall. "Anything that's ready will get trees in March or April", said architect David K. MacLeod, the on-site representative of Cannon Design. "The pits are ready for the big trees, it's just that the weather closed down on us this winter", he said. Cannon Design has already tagged the trees in a winter hardened grove in Illinois, and shipments will start as soon as the trees can be transplanted. The greening of the mall also will signal a wide range of other surface improvements, all changing the look of the downtown area dramatically.

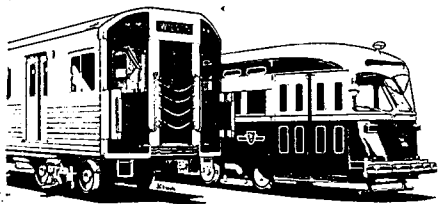
Paving tiles--already delivered, and now in storage--will be installed as soon as the ground thaws and construction sites are ready. Ornate benches also will be positioned, and by late summer new light standards--equipped with crossarms for hundreds of graphic arts banners as part of an arts program to be managed by the Downtown Buffalo Management Corp.--should be in place.

Three light towers will be erected along the mall this summer, at Eagle St., Mohawk St. and the Theatre District rail tunnel portal. The portal light tower, 79 feet tall plus a spire, will be the largest of the structures and will key the conventional light displays along the mall.

Depending on the selection of a laser proposal by the NFTA, that tower could also hold a "laser sky chronometer" that would mark the hours by sending columns of light miles into the sky as a "signature piece" for Buffalo and the mall. On the hour, the light spires would deflect suddenly into the horizontal to trigger laser shows the length of the 1.2 mile mall. Both proposals under consideration now would feature laser beam sculptures, laser graphics and balletic laser sky art in what would become the largest permanent laser array in the world.

The completion of construction along Main Street will ease the headaches of construction-weary merchants, but it won't mean the end of downtown excavations. The mall will generate other development this year, and the transit mall corridor will see building that city planners say should include housing as well as commercial use. Downtown, private interests will fund a "sky-walk" linking Main Place and AM&A's (a major department store) which will be incorporated into the mall as a laser platform, observation deck and decorative archway. Demolition is expected to start in the 600 block of Main St. as the Market Arcade project bordering the mall gets underway, and the city hopes to develop east-west corridors from the north-south mall.

But, the NFTA itself will be launching what should be the most visible project--the redevelopment of Lafayette Square, as part of the pedestrian mall. The Square will be torn up this spring and summer before repaving and relandscaping, in a project expected to end by spring or early summer, 1987. Design concepts for the work are expected to be released early next month, but the project will include a cybernetic light show that will change the landscape lighting on the Soldier's and Sailor's Monument, and an estimated 40 trees, as computers sense sounds in the Square and the movement of people. The light show was funded by a Junior League/Buffalo News show house project, and its underground cables will be installed during the Lafayette Square repaving. The NFTA's Lafayette Square project, also being developed by Cannon Design, is now being rebid but officials expect a summer construction start. "Aside from the Lafayette Square amenities, most of the mall will be finished by October or so", said Meckler. The contractors, he said, are anxious to get started on the finishing touches of five years of work. "All we need now", added MacLeod, "is a break in the weather".



• PCC CARS 4505 AND 4512 TO BE SUBJECT TO DEMONSTRATION REBUILDING--Two class A-8 (1950 built) PCC cars have been chosen for demonstration rebuilds in order to determine the feasibility of reconstructing a group of PCC cars for use on the Spadina LRT line. This expands upon the previously reported plan to rebuild one car (by outside forces) which had been approved by the TTC last Aug. 27.

PCC 4512 was selected for this rebuild as its condition is typical of most of the active cars in the PCC fleet. TTC staff developed contract documents defining the scope of work and two companies, the Urban Transportation Development Corporation and Ontario Bus Industries, were invited to submit tenders. In addition to the basic PCC rebuild program, the contract documents provided for a number of options, such as improved heating in the Operator's area and throughout the car, improved carbody insulation, CLRV style seats and colour scheme. UTDC tendered a basic price of \$385,172 whereas OBI tendered a basic price of \$416,658. If all of the options are included, UTDC's price increases to \$431,317 and OBI's price increases to \$439,342.

The Commission has accordingly awarded a contract to UTDC for the total rehabilitation of car 4512 in the total amount, including all options, of \$431,317, and has budgeted further funds in the estimated amount of \$68,683 to cover in-house engineering and administration, inspection, provision of free-issue components, preparation for service, and contingency.

In spite of concern that there is not shop capacity to rebuild a fleet of PCC's, TTC staff have determined that, with a minor increase in the workforce, one car could be rehabilitated in the Harvey Shops in 1986. This will allow an evaluation of the impact that a PCC rebuild program would have on facilities and manpower. Accordingly, a second PCC, 4505, will be rebuilt by TTC forces at Harvey Shops to the same standards as specified for 4512. This will enable the TTC to determine the degree of efficiency of its employees as compared to that of outside forces should further PCC rebuilds be contemplated. A sum of not more than \$500,000 has been approved for the reconstruction of 4505.

The rehabilitation of cars 4505 and 4512 will be carried out concurrently. It is estimated that the work will require approximately six months to complete and both cars should be available for service later this year.

The A-8 series (4500-4549) comprised the last PCC cars built new for Toronto. After receipt of the A-7 series of MU cars (4400-4499), the TTC planned to place an order with St. Louis Car-CC&F for 75 more MU cars. Railfans of the day were sharply disappointed when the rapidly escalating cost of new cars led the Commission to revise the intended order to one of only 50 cars, without MU equipment and "spartanized" in certain other respects. However, the rebuilding of 4505 and 4512 will cause the adrenalin to flow abundantly in diehard electric transit fans, both in Toronto and beyond, later this year. The UCRS Excursions Chairman should be forewarned of this now.

• The TTC has taken two measures designed to ease the stuffing of dollar bills into fareboxes with the new \$1 cash fare in effect. On Jan. 21 a new single ticket, priced at \$1, was introduced, for the principal purpose of inducing passengers, at subway station Collectors' booths, to tender the dollar bill to the Collector and deposit the ticket then received in the farebox. There is nothing mandatory in this, and passengers in a hurry, or who are determined



to do things in the most direct manner possible, will presumably continue to drop bills in the farebox. Also introduced at the same time was a two tickets for \$1.90 option. As this saves the passenger 5¢ per ride (over the cash fare), by contrast with the 20¢ saving that comes with the bulk purchase of tickets or tokens, it would seem that the two-ticket option would appeal principally to those who make occasional round trips on the system, but are not regular riders. To time of writing there had been no information on the extent of usage of the new tickets.

● PCCs 4345 and 4536 have appeared with large car numbers on the front and rear ends as an aid to identification by Inspectors; also, as another part of the recommendations coming out of the consultant's study of the 501-Queen line, flip-up SHORT TURN signs are now being applied to the front dashes of CLRVs.

● PCCs 4406, 4448, 4449, 4451, 4459, 4469, 4484 and 4485, all stored at St. Clair Carhouse yard, have been stripped of their electrical equipment, which is for sale to Mexico City.

● The track diagram on the adjacent page shows a new layout (for both standard gauge and Toronto gauge trackage) which is to be carried out in connection with a third building project at the Hillcrest property. In addition to the ALRV maintenance building and the Central Processing Building, mentioned in the February issue, there will be a major southerly extension of the Plant Operations Building, centrally located on the diagram. This will require enlargement of the Hillcrest Yard Loop (see dotted lines showing present alignment, crossing the area of the building addition), which was originally established as a loop in 1944 to short turn Bathurst cars. A second track will be added along the west side of the Plant Operations Building, on which track possible new types of street trackage construction (see the rectangular sections on the diagram) are to be tested. These include seven 17-foot long pre-cast slabs with thermite and standard joints (internal to three of the slabs), and one cast-in-place slab, 13 feet long. The present single railway siding along the south side of the property will be replaced with two new sidings, the more southerly of which will butt against Toronto gauge (streetcar) trackage at a change of gauge point as indicated on the diagram. This track will be used for the receipt of car equipment on (and presumably for the occasional shipment of cars from) the surface system, while the northerly siding will be for materials delivery. The right hand standard gauge turnout at the property boundary is to be relocated to this point from the Greenwood Yard ramp.

● The southerly section of the old Glen Echo Loop (northerly terminus of the Yonge carline) is soon to be obliterated with the construction of four pairs of semi-detached dwellings directly on the loop right-of-way (the houses will front on Doncliffe Drive).

#### VIA RAIL DISASTER by Sandy Worthen

On Saturday morning, Feb. 8, 1986, VIA Rail Canada's 11-car combined SKEENA and SUPER CONTINENTAL, Train 4, rumbled through Hinton, Alta. (Mile 184.6 west of Edmonton) eastbound on CN Rail's Edson Subdivision, a little late. A few minutes later CN Rail freight No. 413 westbound, with three units and 118 cars, eased past the CTC signal and through the west switch of the long passing track at Dalehurst, Mile 173.0, 11.6 miles to the east.

For some reason, unexplained at the time of writing, but said to be due to human error, the freight did not stop at the signal, but pulled out onto the main line in the face of VIA Train 4. In the ensuing catastrophic collision, which reportedly occurred at 8:40 A.M. MST, 225 feet west of the passing track's west switch, an estimated 26 of the 122 passengers on board Train 4 were killed. The accident was subsequently described as the second worst Canadian railway accident of this century and the third most serious in the history of Canada's railways.

Of the 21 crew members on the two trains, seven were still missing on Monday morning, five from the passenger train and two from the freight. Fire departments, disaster crews and emergency medical teams worked around the clock rescuing survivors and putting out "hot spots" in the 300 foot x 150 foot mass of twisted, smouldering wreckage. Railway crews removed undamaged freight cars and bulldozed a path through the lineside bush around the wreckage for a detour track. Until service could be restored, trains using CN's main line from Edmonton to Kamloops, B.C. were routed on CP Rail.

Bill Dewan, spokesman for CN, told Toronto STAR reporter Joe Hall that a malfunctioning CTC signal light or human error allowed freight train No. 413 to proceed past the signal and through the west switch of the 11.2 mile long passing track, into the path of VIA Train 4.

On Tuesdays, Thursdays and Saturdays the SKEENA, Train 6, Prince Rupert, B.C. to Jasper, Alta. is combined with the SUPER CONTINENTAL, Train 4, Vancouver to Winnipeg, at Jasper. That accounts for Train 4's composition: \*--two diesel units, an 'A' and 'B' (6566-6633); \*--a baggage car (600 series); \*--a daycoach (3200 series); \*--a Skyline Dome (513); \*--two sleeping cars ("E" series); --diesel unit 6300; steam generator; four cars; steam generator.  
\*--total writeoffs \*--repairable

The first 35 cars of the freight were grain hoppers; seven cars were loaded with large diameter pipe; 46 open hoppers were carrying sulphur, and there were 20 tank cars of ethylene dichloride.

Federal Minister of Transport Don Mazankowski, at the scene of the collision, said that he was mystified as to why the accident occurred on a stretch of track that is "one of Canada's best." CN's Dewan said that the investigators would also be asked to determine whether or not the curve in the track at Dalehurst contributed to the accident. CTC signalling between Biggar, Saskatchewan and Jasper, Alta. (Wainwright Sub., 266.7 miles; Edson Sub., 235.7 miles) is controlled from Edmonton. This signalling system has been in operation for more than a decade, said CN's Alex Rennie, Manager of Public Affairs at Edmonton.

Prime Minister Brian Mulroney and Transport Minister Mazankowski promised that, in addition to the full inquiry to be made by the Canadian Transport Commission, there would be a judicial inquiry, with the objective that such a tragic disaster could never happen again.

Sources: Toronto STAR, various edition; Toronto GLOBE & MAIL, various editions; Paul Raynor, Public Affairs, VIA Rail, Toronto. VIA train consist details from John Fleck.



# Motive power and car equipment

## CP Power Notes:

--CP has tied up 10 B&O's due to a lack of coal business, and all Conrail units may be tied up by the end of February. B&O 3700, 3704, 3711, 3719, 3721, 3722, 3723, 3724, 3728, 3729 tied up.  
 --CP has bought from Ontario Hydro units 5787, 5788, 5789, 5863, 5864.  
 --CP GP38-2's 3081-2-3 were delivered on Jan. 24, 1986.  
 --CP now has 5748 painted in EXPO 86 paint, 5647 and 5698 had previously been done, and several more are to come.  
 --CP may test a couple of new Norfolk Southern SD-60's. CP hopes to order about 28 such units for 1987.  
 --CP has plans for an additional order of 50 2000 HP units for 1986. These will be more GP38-2 units from GMD.  
 --More ex-QNS&L units are being repainted and renumbered. CP 5400 ex-QNS&L 204 left Ogden Feb. 3.  
 --CP 7028 was leased to Lasco Steel, Whitby, Ont. Feb. 10, 1986.  
 --The following GP9 rebuilds were outshopped at the location noted:  
 1612, ex-8519, Angus; 1695, ex-8839, Ogden.  
 --Kennebecott Copper SD40-2 105 is now equipped with CP-style ditch lights--the unit has large snowplow pilots on front and rear.  
 --CP Rail has transferred seven non-generator equipped cabooses from other western points to Winnipeg for service. Involved are Nos. 43-7373, 7350, 7271, 7369, 7270, 9519 and 9524.  
 --All units assigned to Winnipeg which were for International Service are now Canadian Service only.  
 --Leased Conrail 7770 was seen at Agincourt (Toronto) Yard Feb. 28, 1986 with the main generator area gutted by fire; the carbody was burned and the unit was located on the engine house back track.

## CN Power Notes:

--The following CN and VIA units were involved in the Hinton, Alta. head-on. On (freight) Train 413 were 5586, 5104, 5062, all destroyed. On VIA No. 4 were 6566 (ex-CP 1422, 4066) and 6633. On rear of train was VIA No. 6 (THE SKEENA) with 6300. Both units of VIA No. 4 destroyed and 6300 damaged but to be repaired.  
 --Central Vermont R.R. has made a lease-purchase arrangement with Quaboag Transfer for two ex-CV RS-11 units, 3606 and 3611. They will be QT 3606, 3611 and will run on a dedicated piggyback service between St. Albans, Vt. and Palmer, Mass.  
 --Several of the new CN SD-50f units have still been working in Southern Ontario as late as February, 1986. The SD-60f units, 9900-9903, are also running west out of Toronto, on Windsor and Sarnia trains.  
 --all notes up to this point by Ron Lipsett.

Toronto Area Sightings, Page 19, January issue--delete the following numbers as non-existent or not on lease (CP unless otherwise indicated): 4745, 4780, 6078, B&O 3518, 4262, CR 7477, 4578, 6504, 7052, 8724, 8721. Delete 1524 (assigned Winnipeg hump).

## MARITIME NEWS BRIEFS by Ron Lipsett and Wendell Lemon

--The Salem and Hillsborough R.R. is having problems with its steam power. At present 2-6-0 42 needs new tubes and a new firebox; ex-CP 4-4-0 29 is in fair shape but the tender is in need of repair. Ex-CNR 4-6-0 1009 may be ready for spring service. CPR 2-8-0 3388 was offered to the S&H from Delson by the CRHA museum. S&H RS-1 8208 is now in a bright red paint scheme with white cab sides and the S&H logo. Ex-CN diesel switcher 7941 is still in CN orange and black with the S&H logo on the cab.  
 --CN is still in very "dire straits" in the east of Canada; a CN spokesman recently stated that "everything east of Montreal is a disaster". Traffic levels are down and the future of Moncton, N.B. (as a CN rail centre, with its repair shops) is in serious question. Reports are that General Electric, Caterpillar and Hitachi are all interested in the shops at Moncton. Officials from GE toured the plant and operations in December and as yet no firm plans have been announced.  
 --Numerous CN 5200 and 5300 series units are now operated out of Gordon Yard, Moncton. They are used on unit potash trains on the New Denninson mine near Sussex, N.B. Because of steep grades and a severe curve on the newly built line the dynamic brake-equipped units are required.


## Notes from Ottawa

by J.M. Harry Dodsworth



--On Friday, Jan 31, an RDC hit a tractor trailer in the Weston Rd.-Rogers Rd. area of Toronto. Reportedly the truck driver was unsure of his ability to back the rig, so he called his supervisor, who backed it straight in front of the train. The truck driver was seriously injured and rail traffic was held up for four hours.  
 --I travelled from Ottawa to Toronto on LRC Train 45 on Jan. 31. Several minor time losses added up to a 20 minute late arrival. This is the latest that I have been on my last six trips and I had felt that VIA's reliability was getting better. Then, on Feb. 14, my friend Betty came from Toronto to Ottawa on Train 46 and was one hour late, 45 minutes of that being spent at Union Station with engine trouble.  
 --A new problem facing VIA is that of capacity. I was unable to get a seat on Train 46 for Feb. 2 as it had been booked solid for nearly a week. The problem hit the media during Winterlude, Ottawa's Winter Carnival, as all trains were full. VIA first said that they had no spare equipment but finally agreed to lengthen the train which turned out to be by one car (75 seats) which

was quite inadequate. Why spend \$40 million on track improvements if there are no cars? The number of trains that I have seen recently hauled by CN locomotives suggests that locomotives are also in tight supply.

 **Ontario Northland** --As I got to Toronto at 2120 on Train 45, I saw Train 121, THE NORTHLAND, leaving. This is a very colourful train; two ONR 'A' units back to back, an ONR baggage car and coach, a VIA coach and a stainless steel Chateau sleeper. It seems to be rarely photographed as it runs at night. This service was extended west of Cochrane to Hearst in 1963 and was cut back to Kapuskasing in 1966.

 **OC Transpo**

--OC Transpo ran short of buses when some died during the winter, so it rented some from the CTCUM. The blue Montreal buses run mainly on rush hour routes. A white board with the OC Transpo logo covers the CTCUM ownership; route numbers are shown but destinations are by window cards as the route blinds are not interchangeable.



--The outlook for the narrow gauge Newfoundland rail system is uncertain again as CN would like to close it to reduce costs. The main line is temporarily closed between Port aux Basques and Corner Brook as a major bridge was washed out by floods.



**BRITISH COLUMBIA RAILWAY**

--British Columbia Railway boxcars are now appearing in dark green with BC Rail lettering. The previous rose petal herald has been used since 1972.

**CP RAIL 1986 EXPENDITURES**--CP Rail plans capital expenditures of more than \$500 million in 1986 to enhance main line capacity, upgrade track and structures, purchase new locomotives, build new facilities, and complete a computerized signalling system. Included in the capital program are expenditures of approximately \$150 million on the railway's major Rogers Pass grade reduction and tunnelling project. Approximately \$135 million will be spent on placing 81,100 tonnes of rail on 400 miles of track, replacing rock ballast over 310 miles of roadbed, installing 1.4 million track ties and replacing 36 bridges. Equipment purchases planned for the year include 50 new 2000 horsepower diesel locomotives for freight service, new work cars, and refrigerated containers and chassis for intermodal service. Equipment purchases are expected to cost approximately \$115 million. Construction will be completed on a coal car repair shop at Golden, B.C., which is expected to begin operations in 1987, and on a four-year project to install computerized traffic control between Winnipeg and Thunder Bay. Other projects in the plan include the expansion of CP Rail's train radio systems, continued installation of hot box detectors, and construction of new customer facilities. As part of the capital program, about \$29 million will be spent to improve the operating capability of grain dependent branch lines in Western Canada, through the Federally funded Branch Line Rehabilitation Program. In addition to its capital program, CP Rail expects to spend more than \$700 million during 1986 on maintenance of its 15,000 mile rail system. --CP Rail release

--The press report of the withdrawal of Lavalin, Inc. of Montreal from the bidding for the Government of Ontario's Urban Transportation Development Corporation (UTDC), NEWSLETTER No. 435, January 1986, p.14, was incorrect. A subsequent item in the Toronto STAR affirmed that both Lavalin Inc. and Bombardier, Inc. were expected to submit bids to Wood Gundy Inc., investment brokers hired by Ontario to program the sale. Sources said that Ontario is asking between \$50 and \$60 million, but will accept \$40 million. The Government of Ontario was obliged to inform the bidders as to which offer it preferred by Feb. 28, 1986.

--Page 17 of the January 1986 NEWSLETTER featured a report prepared from a VIA Rail Canada Inc. press release, describing "VIA's EXPO 86 Exhibit" in Vancouver this year. The release, in speaking of the first steam locomotive, "DORCHESTER", on Canada's first public railway, should have explained that there are two full sized replicas extant of the Planet type 0-4-0 steam locomotive of 1836, on the Champlain and St. Lawrence Rail Road. One of them is at the Canadian Railway Museum at Saint-Constant, Quebec, and the other is in the Musée de Lachine, Lachine, Quebec. Apparently they are identical, having been constructed from the same set of drawings.

In a telephone conversation On Feb. 12, 1986, David Monaghan, Director of the CRM, said that no agreement had been concluded with VIA to make available for EXPO 86 the replica from the CRM. In fact, it was the replica in the Musée de Lachine which was constructed by CNR employees at their Pointe Saint-Charles Shops in the spring of 1936 and exhibited subsequently at St. Lambert, La Prairie and Saint-Jean sur Richelieu, during the celebration of the C&StL's centenary in that year.

The replica at the CRM was built by members of the Antiquarian and Numismatic Society of Montreal and was displayed in the Elgin Gallery of the Chateau de Ramezay, Montreal, together with other artifacts relating to the Champlain and St. Lawrence Rail Road, during the summer of 1936.

The drawing of the "DORCHESTER", created by André Seguin of Conceptus Renaissance Inc., accompanying the VIA press release, is more artistic than realistic, differing from the true appearance of the locomotive as much as did the several drawings prepared by the late John Loye, eminent Canadian railway historian, in the years before the real drawings for the construction of the 1936 replicas had been obtained from Robert Stephenson and Co., Newcastle-on-Tyne, England. The most authentic illustration of the "DORCHESTER" appeared on the 32¢ Canadian postage stamp issued by Canada Post Corp. in 1983. It was designed by Ernst Roch, of Roch Design, Montreal.

The most elegant and correct model of the "DORCHESTER", built by Harry Allin of Bowmanville, Ont., is exhibited at the Ontario Science Centre, Toronto. It was constructed to a scale of 3½" to the foot and the design was verified by Edward Phipps-Walker of Kingston, Ont. and Omer Lavallée of Canadian Pacific, Montreal. The construction of this model was described in the February 1979 issue, No. 218, of CANADIAN RAIL, by Duncan Heriot, under the title "A Thing of Beauty."

--above two items from Sandy Worthen



# UCRS and other events and activities

by Ed Campbell

The Annual Meeting of the Society was held on Feb. 21 at the Education Centre, at which time the reports of the Directors and Officers of the Society were read, and an election was held for the three vacant Directors' positions. As a result of the latter, John D. Thompson and Allen B. Maitland were returned as Directors, while Kenneth Davis was elected to the Board for the first time. The last named replaces retiring Director Dave Scott, whom the Society thanks for his services.

Following the Annual Meeting, Art Clowes presented a program of motive power slides featuring Central New York State and New England and including D&H, Susquehanna, B&M, MEC, BAR and Portland Terminal, as well as others. Featured were several impressive night shots.

Saturday, March 15 and Sunday, March 16--The Toronto and York Division, CRHA sponsors the 11th Annual Toronto Model Railroad Show 11 a.m. to 6 p.m. each day at the International Centre, 6900 Airport Rd., Mississauga. This location is served by both TTC and GO Transit buses; check with these agencies for schedule information. The UCRS will have a booth there. Admission: adults \$, Seniors \$3, children (6-12) \$2.

Friday, March 21--Regular UCRS Toronto meeting at the Education Centre, College & McCaul Sts., in the 6th floor auditorium. Bring your guests and newscast slides. The program, by John Fleck, will consist of 1960's vintage slides of British Railways passenger train operations. Doors open at 7 p.m. for the 7:30 p.m. start of the meeting.

Sunday, March 23--First fantrip over the Buffalo Metrorail line, sponsored by the Buffalo Chapter, NRHS. Three-car train leaves Main & Scott Sts. (Auditorium Station, in downtown Buffalo) 1:00 p.m., returns 5:00 p.m. Includes tour of Operations Control Center, plus shops and car-house. Photos stops and "bonus" high speed non-stop round trip (no Sunday Metrorail service). Fare \$5 U.S. adults, \$4 Children. Information: (716) 836-0872 or (716) 684-1604 after 6:00 p.m. Send orders with cheque or money order payable to Buffalo Chapter, NRHS, to 111 Coronation Dr., Buffalo, N.Y. 14226. No tickets will be mailed; pick up prior to boarding train. Deadline for orders: Monday, March 17.

Friday, March 28--Regular Hamilton Chapter meeting at the CNR station, Hamilton. 8 p.m. Members' 35mm slides will be featured. Why not bring your newscast slides to Hamilton and show them? Visitors and out of town members always welcome. Contrary to the announcement of this meeting in the last issue, the two GO Transit Hamilton trains will not operate this day, as it is Good Friday.

Thursday, April 10--Toronto & York Div. CRHA regular monthly meeting at 235 Queen's Quay West, Toronto, in "The Loft". Visitors welcome.

Friday, April 11--Ontario Society of HO Model Engineers meeting at Rosedale Presbyterian Church, south-east corner of Mt. Pleasant Rd. and South Dr., Toronto, 8 p.m. Admission free, visitors welcome.

Friday, April 18--Regular UCRS Toronto meeting at the Education Centre, College & McCaul Sts., 6th floor auditorium, 7:30 p.m. The program will consist of a slide presentation on current Western Canadian railroading by Pete Jobe. Do not forget your newscast slides.

## 1985 UCRS PRESIDENT'S REPORT

It has been an honour to serve as your President for the past year. For the Society, 1985 was a year of continuing accomplishments, with some setbacks.

Our major activity, of course, was the continuing production of our top quality NEWSLETTER, thanks to the dedicated efforts of Editor Stu Westland and his faithful band of contributors. The NEWSLETTER is a publication of which all members can be justly proud, and indeed is the common thread which holds our far-flung membership together. It is encouraging to observe the esteem in which our publication is held, and indeed it is a great feat for an Ontario-based organization to have members all across Canada and the U.S. Fortunately, Stu shows no signs of tiring of his second job, in this his 21st year as Editor. He held the post from 1945 to 1960, then, after a 20-year rest, took over control again in 1980. Any members who are able to contribute to anything to the NEWSLETTER--news items, photos, or feature articles--send such material to Stu; your efforts will be appreciated.

By the same token, members can help their Society to grow by actively seeking out new members, and persuading them to join up--after all, if you enjoy your membership, chances are that someone else with an interest in railways or rail transit will also. Membership Secretary Al Maitland will be happy to send you some membership forms; call him at 921-4023, or write him at the Society's address.

Continuing on the publication front, 1986 will be the year that the Society's most ambitious ever book rolls off the press--member Bill Hood's comprehensive history of the Toronto Civic Railways. The book will be in the neighbourhood of 160 pages, with numerous photos, car plans, maps, and ticket and transfer reproductions. Bill has done a tremendous job on the book and its publication will be a credit to both him and to the Society. Currently we are negotiating with printers and hope to give the green light very soon, with release in ample time for the celebration of the 125th anniversary of street railway service in Canada, on Sept. 11, 1986.

As you all know, last year saw the release of an excellent calendar for 1986, thanks to Dave Stalford's efforts. While the calendar was well received by members, retail sales were less than

anticipated, and future calendar printing runs, if any, will have to reflect this reality. Despite the quality of our effort, there is a lot of competition out there for calendar dollars. Accordingly, your Directors will have to weigh the possible production of a 1987 calendar very carefully.

During the 1985 season, several interesting excursions were operated under the direction of Pat Scrimgeour. Trips by regular train were arranged to destinations such as Windsor and Kingston, with interesting tours of rail facilities arranged at these points. A streetcar trip using a TTC Sesquicentennial PCC proved popular, as did a bus trip to Buffalo to join a Buffalo NRHS fantrip behind the Norfolk & Western's great steam locomotive, Northern 611. These trips show what can be done to provide interesting outings in the operating climate of the mid-1980s, and we hope to see more of them. Members with suggestions for such outings are urged to write Pat Scrimgeour c/o the Society's address. Finally, successful exhibits were mounted at the CRHA Model Railroad Show, and the Canadian National Sportsmen's Show. These activities not only produced revenue for the Society, through the sale of publications, memberships, etc., but kept our name before the public. And, in the "Last but not least" vein of special activities, we held a truly outstanding Annual Banquet in November. Canadian Pacific's Omer Lavallée was Guest Speaker, and his presentation on the 100th Anniversary of the driving of the last spike at Craigellachie guaranteed a truly memorable evening. Not surprisingly, this was our most successful ever banquet.

In addition to the "special" events, 12 meetings were held in Toronto; not to forget Hamilton, which it is hoped the members found enjoyable and informative.

Some clouds did appear on the horizon during 1985. Firstly, concerning our private passenger car, CAPE RACE: we were advised, not unexpectedly, by our long time hosts, the Toronto Terminals Railway, that we would have to move the car from their siding in the near future, due to construction related to the Dome Stadium. We have found a suitable alternate location within the city and the car will be moved there shortly. However, the substantial costs associated with the move, plus repairs to its roof, and continuing storage charges, have caused the Directors to re-examine whether or not the Society can continue to afford to own this vehicle. This viewpoint is reinforced by the fact that we will have to make substantial initial outlays for the publication of the Toronto Civic Railways book, although in time all of these will be recovered. Accordingly, your Directors may be investigating the relinquishing of CAPE RACE to a good home. Needless to say, members will be kept fully informed of developments in this regard.

As you are aware, the Society rents office space in the basement of CN's St. Clair Ave, Station. With the departure of VIA from the station last fall, we are the building's only tenant, and the future of the station appears uncertain. We are contacting CN to determine what their plans may be for the station, as our lease expires this spring. Hopefully some other organization will be taking over the ground floor, and we can remain as tenants. However, if a move becomes necessary, we have alternate office space lined up.

In conclusion, I would like to thank the many people--Directors and others--who contributed to the Society in a multitude of ways during 1985, and thus helped to make the year a successful one. I hope that, with your continuing support, 1986 will be equally auspicious.

--John D. Thompson

PRESIDENT, UCRS

#### READERS' EXCHANGE:

For Sale: Bound volumes of TTC employees' magazine COUPLER, 1959 to 1974, all in binders, in good condition. Best offer. Ron Lipsett, 1828 Shadybrook Dr., Pickering, Ont. L1V 3A5, 839-8254

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