



Newsletter

INCORPORATED 1952

NUMBER 441

JULY 1986



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

THE ITINERANT RAILFAN:5

The Crossing of the CN York and Newmarket Subdivisions

by Neil McCarten



Drive to the rear of #201 Drumlin (north-west of Keele and Steeles) for an excellent view of the crossing of the York and Newmarket Subdivisions.

Your vantage point is about 10 feet higher than the rail lines, affording a view of close to a mile north on the Newmarket Sub. and about two miles to the east along the York Sub. Looking west along the York Sub., freights may be seen leaving "Mac" Yard to head eastward (and some north) past your viewing area. Trains that enter or leave the yard from the west, unfortunately, can only be heard, not seen. You might even want to walk down the dirt maintenance road that runs to the diamond for a closer look at any activity.

This location provides the best spot to watch the three-direction manouvre of VIA Train 9, the CANADIAN, which now operates west on the York Sub. close to the "Mac" Yard entrance, then reverses east-to-south onto the Newmarket Sub., then north on this line.

This area is best visited on weekends and off hours due to the tenants of 201 using it for employee parking on weekdays. Those visiting are reminded that, while here, they are on private property, and to conduct themselves accordingly.



A CN westbound ore train with five units, at the crossing of the Newmarket Sub. Aug. 1985.

--Neil McCarten photo

CALIFORNIA REVISITED

by JOHN A. FLECK

Enroute to California for Christmas 1984 and New Year's 1985 (please see my article in the April 1985 NEWSLETTER), our PEOPLEExpress flight from Buffalo to Newark was held up over the New York City area and we subsequently missed the connecting flight to Los Angeles at 9 p.m. on Dec. 21, 1984. This near disaster turned into a blessing in disguise as the airline gave us free round trip "any domestic coach" tickets good for one year and gave us priority seating on the 3 p.m. flight the next day. The word "domestic" meant that we couldn't fly free to London, England's Gatwick Airport, so we planned another trip to California. We felt that October would be a good time to go, as Daylight Saving Time would still be in effect and (Canadian) Thanksgiving on Monday, Oct. 14, 1985, would give us a free holiday.

Accordingly, we drove to Buffalo on Friday, Oct. 11 to fly PEOPLEExpress to Newark and then an overnight flight to Los Angeles. This time everything went well, and we landed a few minutes early in L.A., before dawn on Oct. 12. After recovering from the flight and the time change, we prepared to embark upon a 2500 mile car trip to Las Vegas, Hoover Dam, Grand Canyon, Yosemite National Park, San Francisco, and back to L.A. via the famous Pacific Coast Highway.

Our trip followed the Atchison, Topeka and Santa Fe Ry. for several hundred miles. En route to Las Vegas on I-15 North, we ascended the famous Cajon Pass between the San Bernardino and San Gabriel Mountains. I could often see the Santa Fe line, which is shared with the Union Pacific. The highway climbs to 4190 feet before heading north-east into the Mojave Desert towards Nevada.

After winning some money on the slot machines in Las Vegas and visiting Hoover Dam, we drove south to Kingman, Arizona to follow the Santa Fe main line east to Williams and then the branch line north to the Grand Canyon. From here to Yosemite National Park we took the same route back to Kingman and continued on I-40 West into California, running beside the Santa Fe to Barstow where the branch to Los Angeles turns south from the main line to Oakland. At Barstow we got on State Highway 58 to follow it and the Santa Fe to Bakersfield. From Needles to Ludlow was a 100 mile stretch on I-40 with no gas stations. Before Bakersfield, we passed through the equally famous Tehachapi Pass where the Santa Fe has its well known loop. From the Pass to Bakersfield we descended 3644 feet in a distance of 31 miles! So much for the "Mountain" in Hamilton, Ontario! At Bakersfield we got on State Highway 99 to Fresno, still running beside the Santa Fe. Then we headed north on 41 to Yosemite National Park, which is a very spectacular place, after which our destination was San Francisco for five days. Here, finally, I began to do some railroading!

Sometime in 1984 I became a "Ferroequinologist" by joining the Central Coast Chapter of the Railway & Locomotive Historical Society based in San Jose, California. Last Spring I received with their newsletter a colourful brochure describing the Redwood Coast Railway Company of Great Western Tours. It outlined a new excursion train called THE NORTH COAST DAYLIGHT, operating on weekends from Willits to Eureka, Calif. and return. It was made up of equipment such as SHASTA DAYLIGHT coaches and an ex-Santa Fe full length dome car, and it began running on the last weekend of May, 1985. The route was the former Northwestern Pacific R.R. which, at one time, ran overnight trains between Eureka and San Rafael (17 miles from San Francisco) with standard sleeping cars and coach-lounge refreshment cars. This line was very nearly abandoned recently, but was taken over by a new company, the Eureka Southern R.R. Co., on Oct. 31, 1984. I booked seats on the train for the weekend of Oct. 19-20 for my wife and myself, and we drove my sister-in-law's two-door Honda Accord the 140 miles to Willits for the 11:15 a.m. departure. The train, headed by two of the line's four ex-Conrail GP38's, had the following consist: SW-523 EEL RIVER, Budd full length dome, formerly Santa Fe 511; SW-569 MARIN, Budd coach-lounge, formerly Penn Central 4063; SW-510, SW-511, SW-542, SW-544, SW-546, coaches, Pullman-Standard, formerly SP 2392, 2395, 2355, 2358, 2361; SW-561, counter-buffet-lounge, American Car & Foundry, formerly Burlington 1242; SW-156, diner, Pullman-Standard, formerly Frisco 650; GW-568, coach, AC&F, formerly Burlington 1147; SW-500, coach, P-S, formerly SP 2241/1031; SW-507 Parlour-Lounge, P-S, formerly SP 2385. (SW=Sierra Western Rail Corporation; GW=Great Western Enterprises, Inc.). The two GP38's were in the new Eureka Southern colours of yellow and orange, which has earned them the title "Hot Flashes".

Soon after 11 a.m. the train proceeded forward out of the yard and then backed into the station track to pick us up. We boarded a SHASTA DAYLIGHT coach with extra large picture windows and at 11:17 a.m. we left Willits. Soon our tickets were collected and we headed for the dome car positioned right behind the second engine. Unfortunately the height of the engine permitted a forward view only through the small windows on either side of the large centre front window. I have seen pictures of the train with the dome car at or near the rear. Our Milepost Minder showed us key points of interest identified by the nearest milepost. There are about 30 tunnels on the route, most of them short. Fifty-five miles from Willits is the Island Mountain Tunnel, 4313 feet long with a bridge just before it. This tunnel was flooded in 1964 and was closed for 15 months by fire in September, 1978. The NWP filed a public notice to abandon the line after the fire, which notice was later withdrawn.

Most of the route follows the Eel River Canyon, and the line descends from 1365 feet at Willits to nine feet at Eureka. Twenty-seven miles south of Eureka, we crossed the Scotia Bluffs Trestle over Nanning Creek, 1399 feet long, and then crawled along the Scotia Bluffs, the most treacherous part of the line. The soft soil here can slide almost without warning. However, the

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NEWSLETTER

The Newsletter is published monthly by the
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above address.

--The Montreal GAZETTE of April 25, 1986 contained an encouraging report which confirmed that the ex-CPR station at Dorval, Quebec, now a stop for STCUM/MUCTC West Island commuter trains, would be converted to an interface for trains and buses, despite budget cuts in Quebec Transport Minister Marc-Yvan Cote's department. Cote said that the frequency of service at Dorval would be "increased to ensure better integration with MUC transit"--whatever that means.

In (nearly) the same breath, Cote said that the Government of Quebec (le Gouvernement de Quebec) "is planning studies that could bring changes to the Central Station-Deux Montagnes and Windsor Station-Rigaud commuter train lines," and warned that less provincial government money is likely to be available for transit in the future.

Dorval's Mayor Peter Yeomans observed that there was not much new in Cote's announcement, which was only a repetition of what had been said three years ago. Yeomans estimated that the project, stalled since then by a lack of money, would cost \$50 million and would involve moving the present bus interchange at the Dorval Gardens Shopping Centre to the north side of the traffic circle and the double track main lines of CN and CP. A pedestrian subway would be built under the railway tracks to facilitate access to and exit from the station platforms. The present bus interchange would be abandoned. The motor vehicle traffic circle would be renovated and a tunnel and above ground pedestrian walkway would allow commuters to cross the traffic circle safely.

Cote's critics applauded the "Dorval Decision" while noting that the Deux Montagnes commuter line had been studied to death and that the cost of evaluating recent studies--said to be \$500,000--could have been spent to better advantage in making urgently required renovations on that busy line. In a final (for the moment) comment, Minister Cote said that public transit is a local activity above all, "for which local communities must assume responsibility". The part which the Minister conveniently left out was "...while the government of Quebec retains the tax dollars paid by the citizens of the community for this service".

--Sandy Worthen

--There was an interesting story in the April 1986 issue of CP Rail NEWS which makes for cool summertime reading. Stephen Morris of CP Rail's Public Affairs & Advertising Dept., Revelstoke, B.C., described what happened last February when Parks Canada's avalanche control program failed. Motorists on the TransCanada Highway in Rogers Pass were marooned (isolated) after about 7:30 a.m. until 6 p.m. one day, when avalanches closed the highway. Arrangements were made rapidly and motorists were directed by Parks Canada personnel to CP's Macdonald Tunnel construction camp at Flat Creek for food and shelter. CP was glad to come to the aid of the weary travellers. The motorists and some 60 construction workers who could not leave the camp were guests of CP for two nights. They were given private bedrooms, ate with the crews and played shuffleboard and pool, and watched television in the recreation room. Needless to say, the stranded motorists were all very grateful to CP for this unexpected hospitality.

--Sandy Worthen

Readers' Exchange

John R. Davis, Box 18, Rumford Point, Maine 04279, U.S.A., Grand Trunk Historian for the Island Pond (Vermont) Historical Society, is currently scratch building some 1/4" scale cabooses, engineering dept. and m/w equipment to depict the variation in CN-GT-GTW-DWP types and evolutionary paint/lettering schemes, from CNOR-GTR-CGR era to present, as well as attempting to compile numerical listings of all aforementioned CN system non-revenue cars/equipment by type, area generally assigned, overall service dates, etc. Contact is requested from UCRS members having photos of such or recalling specific car numbers of non-standard design variants, who are willing to provide input. (Mr. Davis so far has 20-odd cabooses in various stages of construction and still not all of the known variants in body-window arrangement and cupola window styles are represented. Several ice flanger types and boarding cars are also in various stages of construction, with the Island Pond auxiliary outfit (excepting rail car) completed and on exhibit at the Steam Era Museum in Bethel, Maine: crane 50029, boom car 58164, tender 51567, wheel car 57700, tie car 57617, tool cars 57856 and 57860, kitchen coach 59307 and caboose 78232, the latter being one of a kind on the CN system exclusive of CV properties).

Cover: CN RSC13's 1734, 1731 and 1732, pictured at Traveller's Rest, P.E.I., on a hot afternoon in July, 1974, are among the CN MLW power that will be "biting the dust" in the not too distant future.

--R.H. Reeves

final segment to Eureka provided the fastest running of the whole trip, probably about 50 mph. Then we slowed down and ran along a breakwater, watching a spectacular sunset over the Pacific Ocean. Our Eureka arrival was 30 minutes late at 6:45 p.m., and two new Humboldt County buses took everyone to their various hotels for the night. Our hotels were also booked through the Redwood Coast Ry. and our tickets included a coupon for the hotel room. As I have a great fondness for English Tudor Style architecture, we stayed at the Eureka Inn, built in 1922, and is a designated National Historic Landmark. Our check in was very simple: they took our hotel voucher and gave us a little envelope with our name and room number typed on it and our key inside it. It was a very enjoyable place to stay. While waiting for a table at a seafood restaurant, I saw the train heading south down First St., having turned around by circling Humboldt and Arcata Bays north of Eureka.

About 8:45 a.m. the next day, the bus came to take us back to First St. to catch the return trip to Willits. While waiting, I bought the September 1985 issue of CTC Board Magazine, which had an excellent 14-page article on the Eureka Southern. Soon, the train backed in along First St., as there is no station here. Oddly, only one ES GP38 headed our return run. We stopped at Fort Seward, 68 miles from Eureka, to meet a northbound freight with cars full of heavy boulders, pulled by two ES units but no caboose, just a red light on the last car. Some passengers had reserved lunches in advance and a young chap came around and played tunes on his xylophone to announce the meal sittings. It rained almost all of the way back and we arrived at Willits (also the eastern terminal for the famous SKUNK train to Fort Bragg) at 5:07 p.m., 52 minutes late. The trip was quite enjoyable, but very slow in places. Seven hours is allowed for 145 miles, whereas, by contrast, the Algoma Central Ry. between Sault Ste. Marie and Hearst allows seven hours, 15 minutes for nearly 300 miles. The Eureka Southern may be lifting some slow orders as time goes on. Its maintenance costs average \$10,000 per mile per year, far higher than other railroads. Heavy rains in February, 1986 caused slides and washouts in 25 places and the line was closed for a month. This summer a different tour company, North Coast Rail Tours of Willits, is operating the tour train northbound on Thursdays and Saturdays and southbound on Fridays and Sundays, having commenced service in May.

Since my previous visit to California, the new F40PH's and Sumitomo gallery cars have been placed in service on the Peninsula Line between San Jose and San Francisco. Now, the old, steam heated SP gallery cars are used only during rush hours, and the Harriman coaches have been retired. I made my way from Alameda to San Jose via AC Transit, BART and Santa Clara Transit in time to catch the 10 a.m. train to San Francisco, having established that these trains are always pushed northward. While I was waiting, the southbound COAST STARLIGHT came in just 15 minutes late, at 9:43 a.m. Promptly at 10:00 we pushed out of San Jose and I shot movies from the front window--an easy thing to do as the engineer sits in a cab on the upper level. I could hear the engineer push the throttle wide open in one stroke while leaving each station, rather than gradually notching up to full power. Effective Nov. 2, 1985, the off-peak schedule for the run was reduced by five minutes, to one hour and 20 minutes, as the new engines provide a faster acceleration. There are four tunnels in the final few miles into the new station at Fourth and Townsend in San Francisco.

Awaiting my early arrival was Gordon Handforth, a fellow UCRS member who lives in San Jose after moving from Toronto around 1959. He took me around San Francisco and we had lunch together on Lombard St. before he left me off on Powell St. near Union Square. It was a most enjoyable meeting and he is very fortunate to be able to escape our harsh, cruel winters! He has had speaking parts in the old TV series "Streets of San Francisco".

I then rode the Muni Metro from downtown to Duboce and Church--a much photographed intersection in San Francisco. Here, the N-Judah (not Ben-Hur!) and J-Church streetcar routes separate. I wanted to ride back downtown from here, as the inbound line goes deep underground to pass under the outbound line to West Portal and beyond. I then rode the AC Transit "O" bus back over the Bay Bridge to Alameda from the Transbay Terminal.

The next day we had a spectacular drive along the Pacific Coast Highway to San Simeon, and the following day we drove into a park in San Luis Obispo to meet another UCRS member, Dr. Walter Rice, who very kindly changed his teaching schedule to see me. While my passengers had lunch, he drove me into the hills just north of town where I could see the Stenner Trestle and the Serrano Siding on the SP Coast Line. In my previous article I mentioned riding the COAST STARLIGHT and seeing a trestle far below which I thought belonged to another railway. I thought that it would be great to film the STARLIGHT high up on the siding and then on the trestle. Soon after we arrived, a northbound SP freight crossed the trestle, rounded the horseshoe curve out of sight and reappeared on the siding. Here it stopped, and soon the STARLIGHT appeared behind the freight. Then the freight started to pull out and the passenger train soon came onto the trestle, pulling an SP business car, No. 112 AIRSLIE. Then we headed back into town and I picked up my passengers to head for L.A. on U.S. 101. Many thanks, Walter, for a great experience!

Not far south of San Luis Obispo, U.S. 101 parallels the ocean with the SP line between it and the water. Just before Santa Barbara we caught up with the same COAST STARLIGHT and drove right beside it! After resting the next day we flew home on Oct. 25 and I had just two weeks before leaving again for Florida!

CALGARY'S CN STATION GETS A NEW LIFE--Shown on the cover of the Sept. 1985 NEWSLETTER and on page 2 of the same issue, while on fire, Calgary's ex-Canadian Northern station has gained a new lease on life, as the future home of the Calgary City Ballet and Urban Studies Centre; a dual purpose building. While, as of mid-June 1986, work seems to have come to a virtual standstill, the building is most definitely saved, albeit as a two-storey structure. Nothing of the original stonework has been changed, but since most of the roof was burned off, it was decided to flatten it between the second and former third storeys, giving the building a boxy appearance with a permanent flat roof.

It was originally feared, following the Aug. 9, 1985 fire, that the stonework had cracked, and concerns were expressed about the possibility of demolition. Following engineering studies, it

was determined that the foundation and stonework had remained sound. A derelict building for many years, it had been inhabited by a variety of transients of every stripe until the Ballet Company placed an option on it, but the latter could not come up with the necessary funds. Shortly before the fire, these materialized and firm plans were made for renovation, at which time increased security measures were taken, including boarding up every possible access. Renovation is being carried out as an "Employment Opportunity Project", funded by Employment and Immigration Canada--the sign is clearly displayed. For now, except for a few construction trailers inside a high plywood fence, not much on-site activity can be seen. All of the building's windows and doors remain covered with heavy plywood and it is presupposed that some form of security arrangement is in place to keep out undesirables.

Perhaps late this year, or early next year, this historic landmark will again teem with activity. Situated immediately south of the Calgary Tower, the building is located on 18th Ave. S.W., just east of St. Mary's Roman Catholic Cathedral. Before being turned into a railway station, the building served parish needs.

--M.F. Jones

Notes from Ottawa by J.M. Harry Dodsworth

--For about two years, the Ottawa-Toronto overnight train has carried an 'E' class sleeper. However, recently a 'Bay' series car has been used and, on several occasions, NAISCOOT RIVER has substituted. On May 26, ex-CP stainless steel CHATEAU RADISSON filled in.

--VIA FPA4s have now been fitted with ditch lights. They are much smarter than they were during the winter and seem to be handling most of the conventional trains through Ottawa. While most have a plain yellow nose, a few carry a VIA logo in either blue or red.

--Sperry Rail Service unit 123 was in Ottawa on June 4.

--Negotiations were extended until July 3 over the possible takeover of the CPR Hull-Wakefield line. Presently the City of Hull is the most likely body to take over the line. Some opposition is developing as passenger forecasts are felt to be too optimistic. Tourist use this summer looks unlikely.

--On June 1, LRC Train 45 (Ottawa-Toronto) was made up to six cars, with a power car at each end.

--VIA has carried up to 600 school children on day excursions from Montreal to Ottawa, returning on Train 36 at 17:00 (usually four cars). On June 4, CN GP40 9421 took out nine cars alone; on June 5, FPA4 6768 and CN GP40 9421 took out 11 cars; on June 11 FPA4s 6764, 6771 (elephant style lashup) and F9B 6637 took out 11 cars. These are the longest passenger trains I have seen in Ottawa since the full CANADIAN stopped coming in 1981.

--The CANADIAN's consist is usually as follows: full baggage car, two coaches, Skyline dome lounge, and 'E' class sleeper. Although local passengers are not carried between Ottawa and Montreal, local checked baggage is, as this is the only train with a baggage car. Also, the eastbound train is listed on the Ottawa departure list!

--A new VIA system timetable was published on June 1. Perhaps the most unexpected change was the inclusion of the CN mixed train from Edmonton to Fort McMurray. Trains between Ottawa and Toronto have had five minutes added to their times (LRC now has 4 hours 4 minutes), including the conventional day train which had an easy schedule. One minute has been added to the Brockville stop (now three minutes, and probably still not enough) and four minutes between Cobourg and Toronto where delays have been frequent.

--It was a surprise, following the Hinton accident, to learn that Canada does not have an hours of work law (for train crews).

--The Montreal Gazette reports that VIA/CP have not yet settled passenger claims arising from the Carstairs, Alberta accident in March, 1983.

Toronto Transit Commission

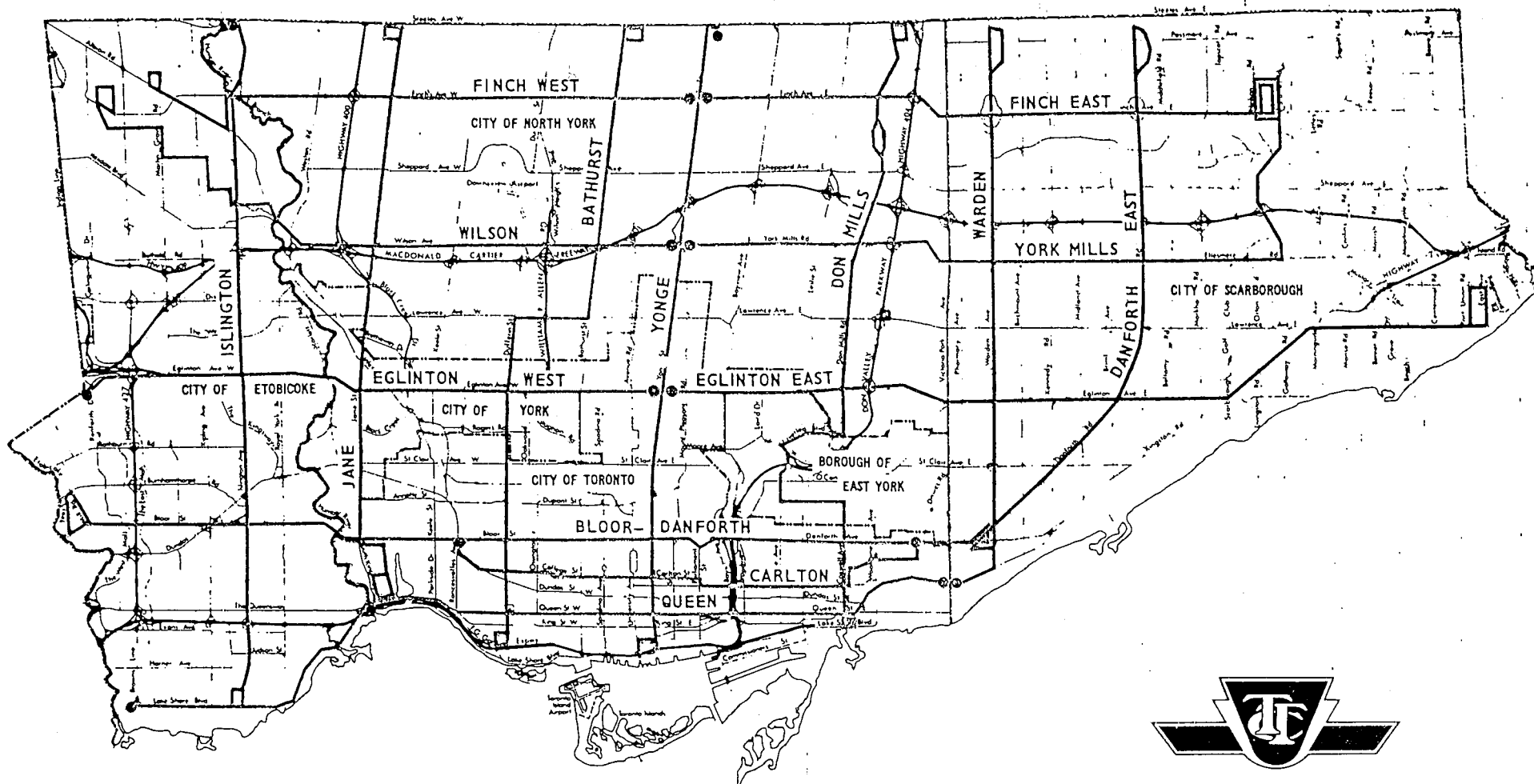


news

• THE TROLLEY COACH SITUATION--June 3, 1986 was the "watershed" date for trolley coaches on the TTC system. At the Commission meeting held on this day, the decision was taken finally to reject the recommendation that this vehicle type be eliminated from the TTC surface vehicle fleet. Another staff report, dated as recently as May 27, had repeated the recommendation for total abandonment, and had also presented a "fallback" position under which trolley coach operation on the north end routes (Eglinton Division) would be abandoned and new coaches purchased to a total that would replace the Lansdowne-based coaches only. The latest report continued the assertion that "trolley coaches offer poorer service to our riders than diesel buses because (the former) are more susceptible to delays, cannot pass each other, and are less flexible with regard to reroutings or emergency diversions. Off-wire capability would improve trolley coach reliability. However, the procedures required to operate off-wire, coupled with the inherent limitations of the mode, could result in t.c.'s continuing to be less reliable than diesel buses. Also, the 1985 Attitude Survey results...indicate that...diesel buses are more acceptable than trolley coaches to both TTC patrons and non-users". (This is the first time that I had heard of this attitude survey; just who was surveyed, and what questions were asked, are not presently known-Ed.)

The report allowed that centralization of t.c. operation at Lansdowne Division would result in cost savings as against the present situation of mixed mode operation at two divisions. The report concluded that the continued operation of trolley coaches on present routes would involve a cost of \$241 million over the 18-year life expectancy period of new coaches with off-wire capability, by comparison with the estimated \$185 million cost of diesel bus operation of the routes over the same period.

The Commission was not persuaded by these arguments, and decided upon "a tradeoff in favour of the quality of life in the city, despite the extra costs", to quote Chief General Manager Alf Savage in a remark made after the June 3 retention decision. Concern about increased operational noise and the exhaust emissions from diesel buses along the substantial mileage of t.c. routes within residential neighbourhoods had apparently registered with the Commission members. The



Toronto Transit
Commission

PROPOSED ALL-NIGHT SERVICES (16 ROUTES)

● INDICATES OFF-STREET LOOP

basic decision to retain the electric vehicles has thus been made, which would seem to mean an assured future for the six routes which operate out of Lansdowne Division (including Toronto's most visible operation, i.e., the Bay route).

Further consideration is to be given to the smaller north end system, which may still be abandoned or may be connected to the west end system with the construction of connecting overhead along Eglinton Ave. West between Avenue Road and Eglinton West Station. This would permit all nine present routes to operate from Lansdowne Division, and would presumably maintain the t.c. fleet at generally its present strength.

- Continuing its policy of naming buildings after former General Managers, the TTC has named the new Central (fares) Processing Building, at the north-west corner of the expanded Hillcrest complex, the H.C. Patten Building. This naming honours Henry C. Patten, a Bostonian who became the Commission's third General Manager. He had been with a firm of Toronto consulting engineers which was involved in the 1920 arbitration and valuation proceedings preceding the City's purchase of the privately owned Toronto Railway Co. Mr. Patten joined the TTC in 1923 and held the positions of Cost Engineer and Comptroller prior to his appointment as GM in January, 1939 following the demise of David W. Harvey. He retired from the TTC in 1952 and died in 1956. The building now bearing his name is expected to be completed with operations underway within it by late fall, 1986.

- OWL SERVICE TO BE REVAMPED--After many years of operating a pattern of night services that has been little altered since the 1920s, the TTC is proposing a new expanded net of suburban night routes while, at the same time, drastically cutting the central city routes. The basic parameters for this service shift are, apparently, to operate at no additional cost a network of night routes that more closely corresponds to Metro-wide needs. The proposed route pattern is shown on the accompanying map, and a quick review of it will show that there would be 16 routes, only two of which would be electrically operated, i.e., the 501-Queen and 506-Carlton streetcar lines. Discontinued would be the present all night operation on the King and St. Clair carlines and on the Ossington, Lansdowne and Junction t.c. routes. There would, however, be a minor bus to streetcar conversion in that the Queen line would operate up Kingston Road to Bingham Loop, replacing the 22A Coxwell bus on this section. There would be no operation to Neville Loop, a fact that will not please the denizens of the Beach, particularly when they see that the Carlton service continues to operate on (upper) Gerrard St. East, not far distant from Kingston Road. The present nightly combination of the Queen line with 507-Long Branch would continue, thus the 501 end terminals on the night runs would both be different from those of the daytime.

It will be seen from the map that the route grid is based essentially on $2\frac{1}{2}$ mile (two concession) spacings. Perhaps the strangest feature of all is the roundabout configuration of the Don Mills route to serve the Coxwell Ave. section of the present 22A bus. All services would operate on a 30-minute headway except the Yonge bus (15-minute headway, as at present). The services would have "clockface" schedules and timed transfer connections insofar as possible. The TTC claims that night transit service would be brought within a 15-minute walk for 86% of Metro residents as against 45% with present services. Coupled with the elimination of certain present night routes, there would be service frequency reductions, generally after 10 p.m., on 30 other routes having low late evening passenger volumes. The only rail service involved in the latter would be the Carlton carline, which would lose two late evening trips.

It will still be some time before the changes are put into effect, as the TTC is seeking the reaction of municipal councils throughout Metro before implementing the new route plan. The target date for implementation is currently January 4, 1987.

- SHEPPARD SUBWAY FIRST PHASE RECEIVES FULL APPROVAL--GO TRANSIT COUNTER PLANS--The wiseacres of 1980 who predicted that the Kennedy and Kipling Extensions of the Bloor-Danforth Subway, opened that year, would be the TTC's last subway expansion, could not have been more wrong. The first phase of a new era of rapid transit construction in Metropolitan Toronto was confirmed by a June 24 decision of Metropolitan Council. The phase covers the 4.7 mile section of the Sheppard Subway between Yonge St. and Victoria Park Ave., along a corridor which is now said to be served by the heaviest concentration of bus services anywhere within Metropolitan Toronto. The Council did not concur with a recommendation, which had been made by two of its Standing Committees, meeting in joint session, that the entire Sheppard Subway (Dufferin St.-Scarborough Town Centre: 12 miles) be constructed as one single project. The strategy, instead, would be to decide, as the Sheppard Phase 1 line is nearing completion, whether Eglinton West, the (Downtown) Relief Line, further Sheppard construction, or some as yet unidentified fourth alternative might be the most appropriate for the next infusion of rapid transit construction funds beyond the \$500 million spent on Sheppard by that time.

The decision to build east only from Yonge St. will mean that there will have to be connecting curves constructed at Yonge and Sheppard to permit trains on the Sheppard line to run into and out of service from and to Davisville Carhouse, as no yard facility will be located on the new line. The curves would cut across the south-west and south-east quadrants of the Yonge/Sheppard intersection, an arrangement which would avoid the necessity of separated track levels between the curves and main line trackage on the Yonge and Sheppard lines. The Phase 1 Sheppard line would require a complement of some 50 to 60 subway cars.

Metropolitan Council, in taking its June 24th action, ignored a June 13 resolution by the Chairmen of five other Regional Governments, meeting as the GO Transit Board, to the effect that decisions on new Network 2011 subway lines in Metro Toronto should be delayed until a review of transit plans on an interregional scale could be undertaken. A report for GO Transit by Transportation System Associates says that \$220 million in improvements to two present GO lines, Richmond Hill and Georgetown, could go a long way towards addressing the same needs as the \$3 billion Network 2011 plan. Some \$150 million in improvements would produce 10 minute train headways on the Richmond Hill line (CN Bala Sub.) as far north as the CN York Sub., for a 20,000 passenger/hour line capacity, and would possibly involve using CP Rail trackage from Leaside south, for a more direct routing to Union Station. The report goes so far as to mention the

possibility of an (escalator?) connection between the CP line and the Broadview Station on the Bloor-Danforth Subway. Service could be upgraded to a 20 minute headway on the Georgetown line between Union Station and Malton with an infusion of \$70 million, while another \$51 million would take that level of service west to Brampton. Although the position of the GO Transit Board will, there seems little doubt, catch the ear of Ontario Minister of Transportation and Communications Ed Fulton, the restraint on the part of Metro Council in cutting a 12-mile project (as recommended by its Committees) back to one of 4.7 miles should, by all that is logical, sit well with the Province when it comes to financing arrangements.

● On the morning of June 23, at approximately 10:30 a.m., Scarborough RT car 3025 was observed being transported on a float southbound on McCowan Rd. from Highway 401, apparently headed for McCowan Carhouse. It was followed by another float carrying car 3024. Both cars (of the four-car add-on order) were presumably on delivery from the Venturetrans (UTDC) plant at Millhaven.

--John, Cap

● The City of Toronto has adopted a resolution urging the TTC to make the Sheppard Subway fully accessible to handicapped persons.

● The Commission on June 3 accepted the bid of Fischback and Moore Ltd. in the amount of \$243,900 for the installation of Inductive Trackswitch Control Equipment for the purpose of accommodating ALRVs on the surface track system. Also approved was a contingency amount of \$500,000 in the event that it is found that existing underground conduit at track switch locations cannot be reused.

--GO Transit fares were increased on July 1, with the formula on which all single ride fares are based rising from a fixed base charge of 44¢ plus 6.3¢ per kilometre to 46¢ plus 6.6¢ per km. The average increase of all single ride fares is 4.2 %, with no single ride fare going up by more than 6%. In announcing the fare changes, GO Transit Chairman Lou Parsons noted that GO is in an era of very tight fiscal restraints. "We are keeping a very tight rein on our expenses, having struck an operating budget only 4% higher than last year. That's tough budgeting, particularly when you consider that we expect that we will be accommodating at least 500,000 more passengers this year. However, we have also lost a very major source of extra income with the termination of leases on our surplus single level rail coaches to American transit operators. That has forced us to shift more of the burden of operating GO services to our passengers." Parsons pointed out that GO's revenue/cost ratio--the amount of operating costs covered by revenues--had climbed from 60.4% to 61.2% last year, edging closer to the Government-set target of 65%. Despite the significant loss of revenue as a result of the terminated leases, the revenue/cost ratio is expected to remain constant this year.

--GO Transit release

ANOTHER TROLLEY COACH RETENTION DECISION--The Dayton, Ohio RTA Board voted unanimously on May 6 to continue to operate trackless trolleys, but mandated that the system was to be "redesigned". The RTA at present operates 65 trolley coaches under 133 miles of overhead.

--The Fractured Frog (Cincinnati RRE)

FEDERAL GOVERNMENT SAVES THE NEWFOUNDLAND RAILWAY--Transport Minister Don Mazankowski (since moved to a different portfolio) announced on June 24 that the decision has been made by the Federal Government to retain and upgrade CN's (Terra Transport) narrow gauge rail system in Newfoundland. This has laid to rest recent strong rumours of total abandonment. Some \$36.4 million will be expended over the next four years to achieve 100% container operation and for other capital improvements, particularly renovation of bridges, and roadbed improvement. The Minister revealed that he had been on the receiving end of a deluge of communications from Newfoundlanders opposing abandonment. Provincial Premier Peckford said that the decision was "a step in the right direction", but that much more money would have to be spent upgrading the railway. Only 32% of freight carried in the Province now moves by rail, down sharply from the 60% figure of 1974. Operating losses increased from \$26.8 million in 1980 to \$39 million in 1985; revenues in the latter year totalled \$25.9 million, while expenses were \$65.8 million. The 1986 loss is expected to be somewhat lower, i.e., between \$25 million and \$30 million. The capital improvements and completion of containerization (now 70% of traffic) are expected by Mr. Mazankowski to reduce further the operating expenses.

--various press reports including London Free Press, forwarded by Mike Lindsay

RANDOM NOTES by Doug Page and Mike Lindsay

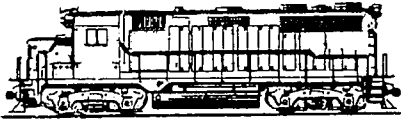
--Vandals were blamed for a June 10 derailment on the CN at Field, Ont. (40 miles northwest of North Bay) which saw a CN freight diverted into a siding. Eight hundred and fifty feet of the main line was torn up. A CN operator, deadheading to Capreol, was injured in the accident when thrown around in the train's caboose. CN also had problems the week before at Komoka (near London) when two locomotives and seven cars derailed.

--Reports from Morrisburg, Ont. are that all of the rail equipment at Upper Canada Village is up for sale. Most prominent among the collection is ex-CN E10a 2-6-0 88 (Kingston 1910) which was acquired by the Village (officially the St. Lawrence Seaway Museum) in 1957. When acquired, the Mogul was relettered and renumbered as Grand Trunk Railway 1008, its original designation. Interest has been shown by the City of St. Thomas and the City of Brockville. The latter is still looking for equipment for its tunnel restoration project. New doors have been installed on the river side of the tunnel and a section of track installed, leading from the doors. A businessmen's committee has been formed with the goal of obtaining suitable rolling stock for display. Any leads would be appreciated by the group. Please contact Garnet Eller at Black & Decker, Brockville, Ont.

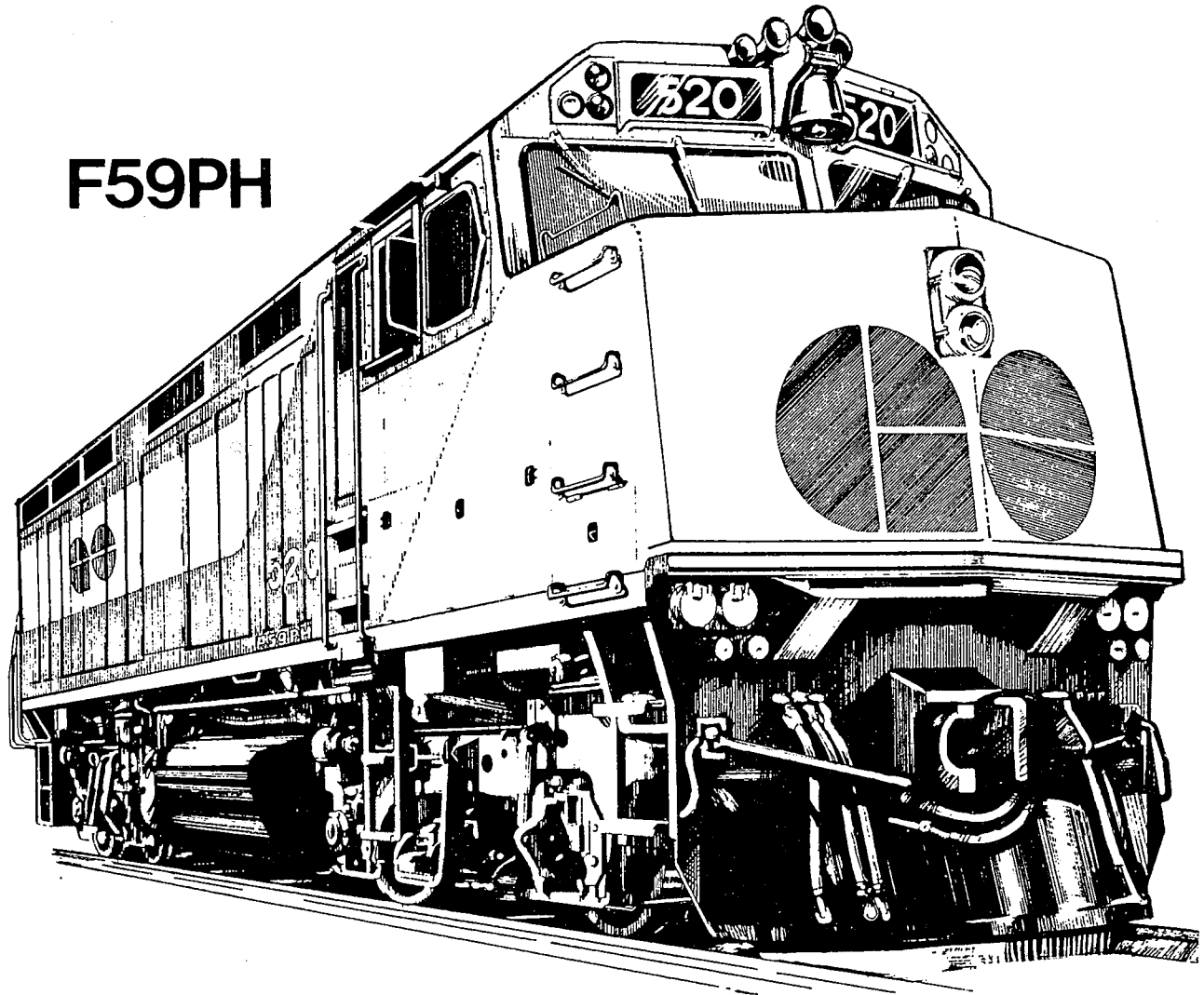
--Even though the Cainesville (Brantford) washout has not been repaired, the TH&B was scheduled to take over the Stelco Nanticoke Turn on June 30 from the CN. Power will be three CP Rail 4200s (C424s) and the train will run via the TH&B to Welland, the CN CASO Sub. to Hagersville, and from Hagersville to Garnet on the CN Hagersville Sub. The train will have to use a pilot while on the CN, and will use two cabooses (one on each end) so that the power can run around the train at Welland.

--On Tuesday, June 17, trackwork was completed on the former Conrail Ft. Erie Branch in order to get the speed limit up from an appalling 5 mph to a semi-respectable 25 mph. Rumour is that CP is hoping to send trains directly from Welland to Buffalo, avoiding Niagara Falls (Montrose).

Opposite Page--July 21, 1986 marks the 150th anniversary of the inauguration of service on Canada's first public rail carrier, the Champlain and St. Lawrence Rail Road. Fifty years ago, the CNR held Centenary celebrations at St. Lambert and St. Johns, Quebec on July 18 and at Laprairie on July 19. The "dodger" reproduced here tells of the events at Laprairie as well as the excursion train operated from Bonaventure Station, Montreal to that community behind then new U-4-a Northern 6400 (now preserved in the National Museum of Science and Technology, Ottawa), the return fare being all of 50¢. (Whatever happened to that term "dodger"?)

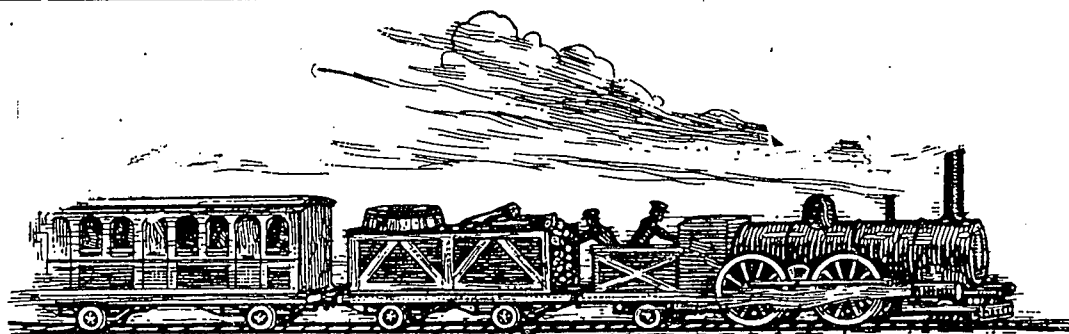


Motive power and car equipment



GO TRANSIT NEW LOCOMOTIVE ORDER--GO Transit has ordered 16 new locomotives to meet its expansion needs and replace its original 20-year old fleet of GP40TCs. The new units will be model F59PH, to be supplied along with spare parts by General Motors of Canada Ltd.'s Diesel Division. The contract is for \$36.2 million, and the locomotives will be manufactured at DDGM's London plant for delivery in June through August, 1988. Eight of the new locomotives will replace the original units that GO Transit started out with in 1967; the other eight are required for the expansion of GO train service on the Lakeshore and Milton lines. This expansion will extend full service on the Lakeshore East, from Pickering to Whitby; increase frequency on the Milton line from three to five weekday round trips; and increase service incrementally up to full schedules on the Lakeshore West between Oakville and Burlington. The Pickering-Whitby expansion and the Milton line upgrading are both scheduled to enter revenue service in late 1988; full service to Burlington is expected by the early 1990s, the first step being the addition this October of a round trip through train to Hamilton.

The F59PH was developed with GO's requirements in mind, and its design was evolved jointly by GM and GO Transit engineers. It features several technological advances which make it ideally suited to commuter service. The F59PH produces 3000 h.p. for traction, permitting operation of 10-car bilevel trains with only one locomotive. With its variable speed engine, it is quieter than its predecessor, the F40PH. Reliability and fuel economy will also improve, and the F59PH will incur lower maintenance costs than GO Transit's existing 32 locomotives. The management hopes to standardize the entire power fleet eventually with this locomotive. --GO Transit release



On July 21, 1836, Canada's first steam train was operated between LAPRAIRIE and ST. JOHNS, Que., over the Champlain and St. Lawrence Railway, the first 16 mile link in the chain of railways which now comprise the Canadian National System.

You are invited to join in the **RAILWAY CENTENARY CELEBRATION** **at LAPRAIRIE, Que.**

Sunday, July 19th, 1936

50c Round trip, Montreal to Laprairie, going by "Centenary" special train, and valid for return until Monday, July 20th. (Children of 5 and under 12 years of age "Half Fare.")

GOING:

The "Centenary" special train will operate on the following schedule:

	(Standard Time)
Lve. MONTREAL..... (Bonaventure Station)	9.05 a.m.
" St. Henri.....	9.10 a.m.
" Pt. St. Charles.....	9.18 a.m.
" St. Lambert.....	9.25 a.m.
Arr. Laprairie.....	9.40 a.m.

RETURNING:

The "Centenary" Special Train will leave Laprairie after the celebration at night, as follows:

	(Standard Time)
Lve. Laprairie.....	10.00 p.m.
Arr. St. Lambert.....	10.10 p.m.
" Pt. St. Charles.....	10.17 p.m.
" St. Henri.....	10.25 p.m.
" Montreal.....	10.30 p.m.

PROGRAMME

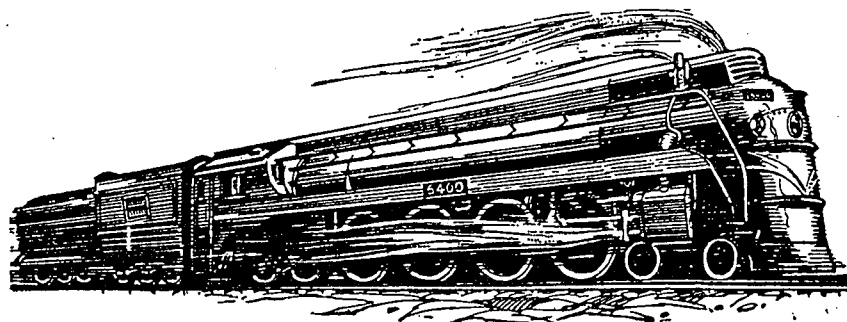
STANDARD TIME

- 9.05 a.m. Departure of Centenary Special Train from Bonaventure Station. This train will transport Le Régiment de Maisonneuve.
- 9.40 a.m. Arrival at Laprairie.
- 10.00 a.m. Pontifical Mass celebrated by His Excellency Mgr. Anastase Forget, Bishop of St-Johns, Que.
- 3.00 p.m. Parade with historical floats, Le Régiment de Maisonneuve and its band, Municipal and other bodies, through the streets of Laprairie.

STANDARD TIME

- 4.00 p.m. Address and unveiling of Cairn with tablet commemorating the first railway in Canada, by Hon. E. L. Patenaude, Lieutenant-Governor of the Province of Quebec. Speeches by representatives of the Clergy, the Railways and the Commission of Historical Sites and Monuments of Canada.
- 7.00 p.m. Banquet at the Hotel du Boulevard.
- 9.00 p.m. Band concert and fireworks on the Terrasse Lamennais.
- 10.00 p.m. Departure of Centenary Special Train for Montreal.

"Centenary" Special train will be drawn by C. N. R. "6400" Canada's first streamlined locomotive, and will include full sized model of the "DORCHESTER", Canada's first steam locomotive.



See separate dodger for celebrations at ST. LAMBERT and ST. JOHNS, Sat., July 18th.

CANADIAN NATIONAL

WESTERN POWER OBSERVATIONS by Eric Gagnon

--CP GP30 5001 seen in e/b frt. with three other units at Coldwell, Ont. May 21.
 --CP SD40-2 5982 helped VIA No. 1 from Dryden to Winnipeg, along with VIA F9B 6628, after lead unit 6513 died near Dryden May 21.
 --CN SD50F's in service on freights: 5434, 5437 westbound with 99 cars of grain, and 5431 and 5418, westbound with 103 cars, both approaching Arnold, B.C., and 5427 and 5407 with 98 cars of potash w/b near Hope, B.C., all May 29.
 --Eighteen CN units at Kamloops, B.C. engine terminal: 5600 series GP38-2ws, 5100 series SD40's, 5300 series SD40-2w's and chopnosed GP9u's 7010, 7011 and 7013, May 29.
 --Nineteen CN units at Edmonton Calder Yard engine terminal including F7au's 9153, 9159, blinded F7Aum 9101, ex-NAR GP9 4602 in CN paint, and EXPO 86 SD40-2w 5334, May 30.
 --CN w/b wayfreight at Rosetown, Sask. June 1 with GP38-2w 5575, blinded F7aum 9104 and GP38-2 5501.
 --Eighteen CN units at Saskatoon engine terminal including F7Au's 9153, 9159, 10 assorted GMD1's, including 1080 in NAR paint but with CN numbering, June 2.
 --Approximately 25 cars of Canadian Forces armoured vehicles w/b at Portage la Prairie, Ma. behind GP38-2 5519, and GP9's 4253, 4252 and 4246 on CN, June 3.
 --At Symington Hump Yard, Winnipeg, June 4: hump sets 7509-260, 261-7514, and 7522-280, 271-7511' (GP38-2m's and HBU-4 slugs in between).
 --New CP GP38-2's w/b through Portage la Prairie June 5: 3120, and on another train, 3121, 3122.
 --On e/b frt. east of Chapleau, Ont. June 7: CP SD40-2's 5971, 5799, Chessie Geep 3722.
 --Sperry Car 125 at Sudbury CP station June 7.

POWER NOTES

Bruce Chapman/Ron Lipsett



--CN plans a major mother/slug rebuild program for 1986. The following units are to be completed this year:

Mother (Class GP9u)

New No. Old No.

7214 4416
 7215 4474
 7216 4579
 7217 4376
 7218 4586
 7219 4588
 7220 4405
 7221 4610
 7222 4516

7223 4525
 7224 4611
 7225 4464
 7226 4518
 7227 4563
 7228 4369
 7229 4320
 7230 4370
 7231 4608

Slug (cut down GP's)

New No. Old No.

215 4395 224 4367
 216 4210 225 4274
 217 4499 226 4275
 218 4372 227 4238
 219 4215 228 4280
 220 4245 229 4271
 221 4334 230 4306
 222 4300 231 4337
 223 4362 232 4352

--At present two hybrid switchers (SW1200RS frame/GP9 hoods) are running. 7300 ex-1241 and 7301 ex-1292 are in the Montreal area on test. For the present, these will be the only such units completed.

--The following CN units have been retired as of Mar. 18, 1986: RS18: 3669, 3691, 3741. GP9: 4222, 4238, 4280, 4339, 4369, 4464, 4518, 4563.

SD40: 5062, 5104 (Hinton wreck Feb. 8, 1986). GP38-2w: 5586 (Hinton wreck Feb. 8, 1986).

--The following units are slated for retirement in the very near future: SW1200 1214; RSC14: 1762, 1767, 1781. RS18: 3838, 3840. GP9: 4270, 4283, 4299, 4368, 4578, 4608. SW8: 7152, 7171, 7172, 7174, 7176, 7181. SW900: 7913, 7923.

Transfers: Edmonton to Montreal: SW1200s 1343, 1344. Edmonton to Hamilton: SW1200's 1360 to 1366. Winnipeg to Hamilton: SW1200 1388. Winnipeg to Montreal: SW1200 1389. Port Mann (Vancouver) to Winnipeg: SW1200's 1210, 1212, 1216, 1279, 1280, 1287. Edmonton to Sarnia: SW900's 400, 402, 405. Edmonton to Toronto: F7Au's 9169, 9172, 9173, 9175, 9177. Thunder Bay to Capreol: SW1200 1378. Moncton to Montreal: M420's 2507, 2509, 2513, 2517, 2518, 2520, 2532, 2548, 2549, 2585 (HR412). Edmonton to Pr. George: 7207, 7208, slug 214. Port Mann to Edmonton: 4217, 4216, 7210. Prince George to Port Mann: 7004, 7005, 7006, 7007, 7008. Prince Rupert to Pr. George: 7002. Thunder Bay to Winnipeg: 4411, 4412. The Pas to Winnipeg: 9156, 9159. Calgary (Sarcee) to Edmonton: 1073. Edmonton to Saskatoon: 1075, 1077, 1078, 1080.

--CN SD50F 5439, the last of the order, was out of GMD Mar. 26 and sent west to Calder (Edmonton) for assignment. CN 9902, an SD60F, was outshopped on Apr. 4 and assigned to Montreal.

--CN RSC14 1754 was outshopped from Moncton on Apr. 23 with a full paint job and rebuild.



--CP has placed order for 40 Swiss-made Hasler-Tecoc 2000-D locomotive event recorders, to be installed during 1986. Over the next four years, 1000 locomotives will be equipped with the devices.

--Conrail 7772, which had been on lease to CP, has been sold to the Escanaba and Lake Superior, and was delivered to the Soo Line at Sault Ste. Marie, Mich. on May 15.

--CP 7043 arrived at St. Luc Yard, Montreal on May 17 from John St., Toronto en route to Contrecoeur for scrap.

--RS23 8034 was sent to Glen Yard, Montreal to retire 7062, May 16.

--CP 7102 arrived in Winnipeg May 13 and is now out of service.

--Deliveries of CP GP38-2's have now been completed. The following units were released from London GMD and are now in service in Western Canada: 3110-3111, Apr. 3; 3112-3113 May 1; 3114-3115 May 9; 3116-3117 May 15; 3118-3119 May 23; 3120-3121 May 30; 3122-25 June 2.

--CP 7091 may be sold to INCO at Sudbury. 7024 was sold to Marathon Mills, Marathon, Ont.

--CP would like to buy the three BCR Robot cars now on lease. With the GP38-2 order complete,

Conrail leased units have started to drift off to other railways. BCR has leased CR 7774, 7798, 7810 and 7823. That railway may also lease another four units for the summer months.

--As of June 8, 1986 the following were on active duty in the leased pool: 15 B&O units, three Conrail and seven Kennecott Copper Corp. SD40-2 units. Stored at present are B&O 3706, 3714 (Toronto), 3736 (St. Luc, Montreal), 3730 (Toronto), 3717, CR 7799, 7800 (Toronto), CR 7765 (St. Luc), CR 7789, 7704 (Toronto).

--KCC SD40-2's 103, 107 are now equipped with ditch lights.

--SD40-2 Robots 5702 to 5715 are now all O.K. to lead.

--CP 4564 and 4707, which had been waiting for repair materials at Angus Shops, are now both back in service.

--Ex-QNS&L 211 emerged from Ogden as CP 5407 on June 3.

--CP has approved the retirement and sale of the following MLW/ALCO switchers as of June 3, 1986: 6563, 6564, 6569, 6619, 7016, 7021, 7024, 7028, 7038, 7047, 7062, 7102, 7112. CP 6619 will be retained and converted to a shop switcher; all of the rest will be scrapped.

--CP 1620, ex-8659, was outshopped from Ogden on May 29.

MISCELLANEOUS CANADIAN OPERATORS

by Ron Lipsett

--ACR GP7 172, at the Essex Terminal R.R., Windsor, will probably remain in ACR paint.

--An ex-Rock Island SW900, sold by Chrome Locomotive of Silvis, Ill., was sold to Canadian Industries Ltd. of Courtright, Ont. It was painted blue with a white band and lettered MBX 915. CIL removed the MBX lettering and applied a large red decal bearing the CIL symbol.

--When in Vancouver a few weeks ago for STEAMEXPO I discovered several rebuilt CN GP9s switching in various yards in Vancouver and North Vancouver. Of particular interest are the ones designed to run with a slug and to see them used, not in hump yards, but switching heavy trains of grain hoppers around the harbour. Unit 7205 and its slug 212 were seen at North Vancouver Yard, a small yard near the end of the Second Narrows Bridge.

--Bob Sandusky

--CP Rail trains into the TH&B Aberdeen Yard: May 23: STARLITE: QNS&L205-CP 4729; May 28: EXTRA ACID: CP 5535-8921-4213-4214-4239. May 30: STARLITE: CP 5744-CR 7804. June 15: EXTRA ACID: CP 5563-5564-8783-4233-8785. June 19: EXTRA ACID: CP 4562-4728-4233-4224-4215. June 24: EXTRA ACID: CP 5525-5557-4221-4232-4235.

CP Rail trains on the TH&B Welland Sub.: May 28: EXTRA EAST: CP 4213-4214-4239. June 7: EXTRA EAST: TH&B 73-75-403-CP 8797-8790. June 15: EXTRA EAST: CP 8785-4233-8783. June 19: EXTRA EAST: CP 4233-4224-4215; pushers: TH&B 73-403. June 24: EXTRA EAST: CP 4221-4232-4235; pushers: TH&B 73-403.

TORONTO AREA SIGHTINGS

by Ben Mills

(CP Rail sightings on N. Tor. Sub. unless otherwise indicated; five and six digit nos. are cabooses; NIS Not in Service).

Apr. 21: CN 9423 on VIA, Union Stn.; Apr. 22: CP7047 idling John St. CN 9408-9167-9168 Don Yd. Apr. 23: Soo 6612-CP 5530-5400 e/b. Apr. 24: wb CP 5976-4573-5723-5719-434430. Apr. 25: wb Soo 6610-CP 5564-5698; CN Mac. Yd. wb out 9512-9413-9498; eb in 9554-79592-79558; eb out 2103-2000-2020; 2540 NIS; eb out 9400-9596-9552. Apr. 26: eb CP 5540-5409-5400-5557 light; CP 1610 container term.; CN Don 9185-9165; CN eb Don 9404-9407-9554-9316-1355-1385-79571. Apr. 29: CP wb 5002-CR 7806-5547-5539. Apr. 30: CN Mac. Yd. wb out 9529-9443-9444; wb in 9587-9433-9503-79336; wb out 9529-9443-9444; wb in 9587-9433-9503-79336; wb out 9549-9573-9468-2500-2004-9407. May 1: Mac Yd. CN 2306-2043-2510-79737 backing out; wb out 5281-5270; wb in 9405-79543. May 2: Mac. Yd. wb out CN 9521-9167-9173-4393; CP eb 5860-5548-CR 7807-B&O 3715; wb container 5792-6004-B&O 3728; wb. Soo 6611-5552-5411-5525-434538; CN eb Lakeshore 4476-3129; CP eb Soo 6622-5543; eb 5944-5521-5549-B&O 3737. May 4: CP eb 5667-3095-5012-4707-CR 7764-434468-434457; 5748 (EXPO)-5541-434640. May 5: CN Don: 9166-9165-9173; CP John St.: CR7788, 7762, 7774, 7761, 7798, all NIS; wb Lakeshore VIA 6788 with RDC's 6147, 6227, 6003, 6110. May 6: CP Lease: 1518 switching; wb 5514-5541-CR 7810-B&O 3735-CR 7823-7789-7767-434037-431232 (some units trailing only); May 7: CN 7729 Parkdale. May 8: CN 4596-9529-1383 Mimico to Mac Yd.; CP 4709-4711-434067. May 11: CP wb 5514-4563-4730-4230-434387-434460; eb 5742-4529-5509-B&O 3726. May 12: CP Lambton: 8139-1588-8165-CR 7767; wb 5700-5734-5745-434510; 5944-5992-5547-434375. May 14: CP wb 4721-8921-4230-4242; CN West Tor. 7729-79612; CP wb 5966-5925-B&O 3706. May 15: CP eb 5978-5799-4573-5673-434394; eb 5554-5566-B&O 3709-435370; wb into Lambton: 8124-1588-8133. May 16: CP eb 5519-B&O 3730-3726-434314; CN St. Clair Stn.: 9560-9530-9553; eb 4216-4238-4212-8783-8784-434644 red flags. May 18: Don CN 4520-4487; CN 9544 Union. May 20: CN Don: 9185-9195; CP eb 4510-4511-434013; wb work train 4716-4562-434400. May 21: CP wb 5561-8921-434813; Lambton: 1615 fresh paint; 8139, 1243, 4502-4742. May 22: CP 8142 Leslie & Commissioners Sts. May 23: CP 8155, same location. May 24: CN Mac Yd. wb out 5248-9517-9553-9549-79667; eb in: 2017-2032-2022-79392; in yd.: 9410-9413, 2585-5048, 79736, 1247-1215. May 26: CP eb 5939-5778-5993-434311; 5911-5949 plus about 50 gons-434050; Lambton: 8142-1614 (fresh paint), 1534, CR 7800, B&O 3717, 3730, CR 7815; near Lambton: 8147-434043; making up train: 5940-5547-4239; east end of yd.: Baldwin yd. switcher, CP colours, no markings, stack capped; CN Steeles & Hwy. 27: 2507-2514-2109 eb; 7728 Mac. Yd.; CP eb 4742-4570-4703-5403-434612. May 27: CP wb 5591-5413-434470; wb 5744-6003-5663-434119; CP Leslie & Comm.: 8142; eb Lambton 5763-5563-4206-434478. May 29: CN Mac Yd. in wb: 9588-9416-9167-2322; wb out: 2589 & 10 cars lumber-79696; 4414 in yd.; CN Kipling Ave.: eb 1326-1329-1328; wb 2512-two piggyback cars-79774. May 30: CN 1244 Leslie & Comm.; CN Milton: 9505-9555-9445 with iron ore train, 35 to 40 cars; CP Lambton: 1587, 1240, 1244. June 1: Mac. Yd.: wb out: 9407-9471-9441-9486-9497-79737, red flags, about 50 ore cars; in wb: 9403-9462-9440-79747 no cars; 1242-1207 in yd.; eb out 9540-9538-9459. June 2: CP eb 5507-4718-4702-Soo 6613-5403-5519-434448. June 3: CN 7179 Can. Packers; CP Lambton: 8133-1589, 8132, 7064; eb 5553-5411-5701- Kennecott Copper 105-434310 pig and COFC. June 4: CN 1321 Carlaw & Lake Shore; CP eb 5978-6026-4240-434344; eb 8124-1539-5577-438501; eb 4502-8738-1247-434040. June 5: Booth & Lake Shore, cement car derailed; Mac. Yd. eb out 9576-9175-9540-3702-79338; wb in: 2115-2022-2028-79647; wb in: 1378-9443-9565 cabooseless train. June 6: Mac. Yd. wb out: 9429-9478-9500-9614-9529-79647; eb out: 2039-5032-9535-79797; eb out: 9552-2018-79773; wb out: 3631-4101; Leslie & Comm.: CP 8136; in wb: VIA 6904-6911; out eb VIA 6922-6914; Union: CN 2039-5122-9535; CP 5796-5409-KCC 105. June 7: CP eb 4550-3122-434464; eb Soo 6604-5410 fresh paint-Soo 6610-5512-B&O 3700-5941-434039; CN sb New-market Sub. at Dupont: 9540-9436-9522-79773. June 8: Mac. Yd.: in wb, 9495-9562-9627-79657; eb in: 2529-2545-9559-79667.

✿ Mike Lindsay and Doug Page



Will it survive ?

by Bruce D. Cole

It's Sunday, Oct. 28, 1985 and the new VIA System Timetable is out. I pick up a couple at Union Station so that I may plan a rail trip over the March school break with two of my kids, as the third is staying home to get his driver's licence. On Monday the 29th of October I call VIA and give my reservation to Stephen King. As this is a very complex reservation for costing, he says that he will call back shortly to give me the price. Within 15 minutes, I get a call back from Stephen with the cost, using the Continental Saver Fares. As for Stephen, he must think this is a very unusual trip. I would say that he has never had a booking like this before. I'm given an option date of Dec. 11 for this booking. I then pass it on to my local travel agent who picks up the reservation, and the tickets are issued Jan. 8, 1986. Now we just wait until Wednesday, March 5 until we start our 11,558 km rail trip.

A week before we leave, I make sure that all of my camera equipment is operating. I purchase Bill Coe's revised book on Rail Travel for Western Canada, a must for all rail travellers on the transcontinental route. In my train memorabilia collection, I have the books that CP gave out free to passengers on the CANADIAN and the DOMINION to follow their trips across Canada. Also, I have one that was given out on the SUPER CONTINENTAL.

Well, it's Wednesday, Mar. 5, the day of reckoning. Sit back and enjoy reading all about our exploits on this trip. We are off to the station and arrive at 11:45 a.m. Our bags are given to a Red Cap who will take them up to the CANADIAN (No. 9 to Sudbury). As it has seemed for the last couple of years, there is construction going on in the station. After the kids pick up a few things at the store (they have lots of books and games to keep them going for the next 10 days), we proceed to Track 4 to board. They open the gate at 12:10 p.m. After the attendant checks our tickets, we walk up the stairs and the CANADIAN, with steam lines hissing, is waiting for us. We have Drawing Room A in LAURENTIDE PARK. I wanted this car, as we don't have to walk between cars to the dome. For those who have never had a drawing room, it holds three people very comfortably. Our porter, Richard, greets us and shows us our accommodation and makes us feel at home.

The equipment on the CANADIAN today is: observation car LAURENTIDE PARK, diner PRINCESS, sleepers HUNTER MANOR, BURTON MANOR, coach 2307, baggage car 9618, 'B' unit 6617, 'A' unit 6510. There are about 40 coach passengers and 20 sleeper passengers. Newspapers and magazines are in the PARK car, with some information on service in our drawing room. I meet eight people from Philadelphia, who are also train buffs, who are travelling out to Vancouver. The NORTHLANDER is also ready to depart, at 12:30 p.m., with its stylish equipment. VIA No. 73, the POINT PELÉE, is delayed, as its equipment has been delayed. No. 664 arrives on time from London at 12:20 p.m. with three RDCs. We organize ourselves, and are now ready to sit in the dome. The weather today is sunny with cloudy periods, and the equipment is dirty (the windows are not clean at all).

We depart at 12:30 p.m. and proceed east to the Balà Sub., then head northward, parallel to the Don River. This is a first for me, except on some UCRS excursions travelling up this line. One of the dome windows is cracked in this car. There is not too much snow on the ground. Since it's lunch time, it's off to the diner. The menu is an assorted cold meat plate or spaghetti, including soup (leek today), rolls and butter, coffee/tea/milk and dessert, at a price of \$6.95. Soup and sandwich, or egg salad with lettuce, which also includes soup, rolls and butter, coffee/tea/milk and dessert is \$4.90. Dessert today is chocolate cake. All food is served on china service and linen table cloths, which adds a nice touch.

We pass the old Oriole Station at York Mills, and there is a work train on the siding. We pass the Oriole GO station and Cummer Station. There are piles of ties north of Cummer Station to the York Sub. I guess there is going to be track work in the spring. Heading west on the north track over the Newmarket Sub., we cross over it, then back down to proceed north up this subdivision.

Lunch service has been courteous and attentive. There is a dining car steward and two waiters on duty. I have the roast beef sandwich, which is hot and good. One of my children has an egg salad sandwich; and the other has the cold salad plate. The total price, with drinks and tax, is \$20.32. The diner has been recently spruced up. The chairs are very comfortable. We walk the train, and the coach also contains the snack bar.

Our first stop is Newmarket. We arrive at 14:15, 25 minutes late, caused by turning the train at the junction with the Newmarket-York Subs. on the way up. Only one person gets off at Newmarket. We travel through Holland Marsh, up through Lefroy, where I have a second residence. From Bradford north, there are bundles of ties for more track work this spring. Then into Barrie. I have lots of photos from the Allandale Station, when the Beeton Sub. had (gas-electric) cars D-1 and 15832; also when CN was scrapping steam engines--they were stored here before they went to London for scrap. This winter, south of Barrie, we have had hardly any snow, but Lake Simcoe ice has never been thicker. In Barrie, a switcher with two plows is beside the CN office. Only three people get on here, and two get off.

The Park car is well used. Now the dome is almost full and the lounge car is also full. Everyone seems to be having a good time. There are lots of ice huts out on the lake, as we skirt into Orillia. Arriving at Orillia are GM's 9442 and 9595. One person gets on at this stop. It's now clouding over, and cooling off in the dome. We depart Washago on time and head north on the Balà Sub. over the Trent Canal, and continue north. We meet the southbound CANADIAN at Woodward--one hour and 50 minutes late. It has the same number of cars as this one. I go into the vestibule to snap some photos, as we are put into a siding.

The Service Director is always visible, and comes around with dinner reservations. We take the

18:15 sitting. There are some signals on this section of the CN line that have three lights. We arrive at Boyne for a crew change, as we are now on CP Rail's Parry Sound Sub. The track so far has provided a very smooth ride. These cars were dirty when we left Toronto; the windows now are just awful. There are two snow plows and a scraper at South Parry on the CN. We arrive at Parry Sound on time at 17:25. We get no new passengers and no one gets off. We meet our first freight of the day here--CP units 5679-4730, plus 87 cars. We are still sitting at Parry Sound at 17:50, then we finally leave. Just north, we pass through a hot box detector, which reads 000. I find now that, on CP, it is a much rougher ride. We are now travelling at 60 mph.

It's 18:15--second call for dinner--off to the diner. Tonight's choice is roast sirloin or chicken cacciatore, including soup (chicken tonight), rolls and butter, tossed salad, olive tray, dessert (fruit cup or pecan pie), tea/coffee/milk at \$9.75. The portions are large. We have two roast beef and one chicken. The service is very attentive. Because of the cutbacks, there is only a cook in the galley, and the Service Manager is washing dishes.

We are coming into Sudbury, and we pass another scanner--no problem. Into the station at 19:45, five minutes early. We are told that the Montreal section will not arrive until after 21:00, so we get into our coats and go out for a brisk walk. It is cold out--two degrees F and windy. The Sudbury (CP) station could use a good freshening up. There is a chartered bus here, destined to the CN station at Capreol to connect with Train 7 to Winnipeg via Hornepayne and Sioux Lookout. The Montreal section arrives at 21:15. It goes into the dead end east siding. Consist: engine 6314, steam generator 15428, coach-baggage 9300, coach 110, Skyline 509, sleeper ETHELBERT. CP road engine 1595 does the switching duties. The train is then serviced and we are on our way at 21:50, one hour and 10 minutes late, with three more cars, comprising a sleeper, a coach, and a Skyline Dome. At this time of night, it is nice to sit in the dome to watch the train's lights snake through the wilderness, with the signals letting us know what's happening. At Cartier, we leave at 22:50--one hour and 10 minutes late. I have a night cap, then, goodnight!

Good morning! It's 7:30 and there's lots of snow outside, and it looks cold. VIA should offer coffee in the sleepers in the morning as Amtrak does. We are coming into Marathon, Ont. We are now two hours late, but are heading into some very nice scenery. We're off to have breakfast. Choices: two eggs, bacon, potatoes and toast, or three waffles with bacon and syrup, orange juice or cold cereal, tea/coffee/hot chocolate/milk at \$5.95. Or the Continental: orange juice, toast/muffins and beverage at \$2.75. I have the waffles, and the kids have the eggs. Again large portions. The total, with extra orange juice, is \$16.50. There should be a better choice for breakfast. On walking through the train, the coaches are only 1/3 filled, the sleepers 1/2. There are a lot of kids on board with their mothers.

We are skirting Lake Superior around Jackfish Bay, then into Terrace Bay on the Huron Sub. We are still two hours late. This is the home of Kimberly Clark. There are a lot of woodchip cars here. There is also a work train in the siding beside the station. Along the Nipigon Sub. now. All along this sub. and the previous one are wires strung out by the rock formations beside the track, to give warning in the event of a slide. The Park car is filled now, upstairs and down. The Attendant, Gary, must feel like a day care teacher, as he has a box of toys out in the lounge for the kids where they are playing. For portions of this section, you are travelling beside the Trans-Canada Highway. The Service Director comes by for lunch. We decide to pass and go to the takeout. Today's lunch is a ham omelet and cabbage rolls. Also, the Service Director has a form that you can fill out for information on any future VIA tours, and this puts you on their mailing list.

We arrive in Nipigon, still two hours late. We meet the CN line beside us in Red Rock. There are a lot of wood chip cars here. On to Thunder Bay, where we pass a long freight with three engines. A couple of miles further, we meet an eastbound freight with four engines, one of which is a Chessie. Lots of grain cars at Thunder Bay. I notice a CN switcher with a Robot car. Also located here are CN's GMD-1 road-switchers. We get serviced up and leave at 13:10, running one hour and 50 minutes late. I notice a freight parked beside the CANADIAN carrying green flags--something I have not seen in a long time.

Leaving Thunder Bay, we are on the Kaministiquia Sub., named after the river. We have CN tracks on our left, and at Comonee, one CN line goes up to Sioux Lookout while the other goes to International Falls, Minnesota. We're heading northwest now, and it is sunny, but very cold--when I detrained at Thunder Bay, it was 0 F. As we travel the left track, the CN line to Sioux Lookout is on our right. We are now travelling at 70 mph, and we're still in Ontario after travelling for 26 hours, with four more still to go in this province. We parallel Highway 17 for a good portion of this section. A number of scanners are along here, and we are all clear. The pine trees here remind me a lot of Georgia--tall and skinny. We meet a CP freight at Ignace with engines 6035, 5514, 5531 and 105 cars. We are running 1 1/2 hours late at this point. North of Ignace, a new signal system has been installed, enabling trains to travel on both tracks in the same direction. No. 2, the eastbound CANADIAN, passes us just north of Ignace. It is one hour late. We are both travelling at a good speed, so I can't count the cars. The Service Director comes around for dinner reservations for 16:30, 17:30 and 18:30. They want everyone served by Winnipeg. Tonight's choice is ham or Seafood Newburg, with all the trimmings, at \$9.75 per person.

At Pyment, we go over to the right track. Into Dryden, there's still lots of snow on the ground and the sky is now clouding over. Switcher 6711 is on a siding doing some work. They have quite a container operation here. You can tell that there's a paper mill (Great Lakes Forest Products) here by the "steam" and "smoke" rising up from its stack. At Vermilion Bay, we go back onto the left track as we meet a freight: three Chessie and one CP unit hauling an all-container train. Then we hit a red board, and wait another 10 minutes before we proceed slowly through it. We seem to have a signal malfunction, as we are continuing to travel very slowly. There are a lot of scanners along this track, and we go through them all with no problems.

We arrive in Kenora, 2 1/2 hours late. Switcher 6710 is in the yard. We proceed north, and the sun is now down. Off to the diner for the third sitting. Two have ham and one has fish. Guess what--the fish comes with a staple in it, so we get ham and eggs instead, and we are not charged for

it. Service is very good, but the selection of only two items leaves a lot to be desired. The Americans in this car are thoroughly enjoying their trip.

The beds are ready when dinner is finished. We all hope that our new attendant is as good as the one we had to Winnipeg. We finally arrive in Winnipeg at 21:20, two hours late. It's cold outside, -30 degrees F. We get off to walk around the station. For some reason, another public relations SNAFU--No. 93, the HUDSON BAY, left before the CANADIAN arrived, so three people with sleeping accommodation have missed the train. The SUPER CONTINENTAL, with 6311, 6628 A and B units, plus baggage, one coach, Skyline Dome and two sleepers leaves at 22:30, one hour late. Also, the Skyline Dome on this train is removed. As a result, we have no heat in the car and it gets cold very quickly. They back it off and put on a new diner-lounge car. There is some construction going on in the station (escalators) to modernize it. We leave Winnipeg at 23:15, now running three hours and 10 minutes late--is this any way to run a railroad? We are all wearing our jackets, as it is still very cold in our car. It takes about 45 minutes to warm up. After we clear Winnipeg, it's good night.

It's 7:30 Friday morning. I open up the blind and we are travelling across the prairies--no snow, but it looks cold and all small ponds are frozen over (lots of steam rising). We are coming into Moose Jaw and the outskirts are not too pleasant a sight--there's lots of junk. Into the station, which, in its day, was a very modern facility; the clock on the tower is wrong by six hours. You depart the station via stairs beneath the five tracks. A blue service flag is set up at the rear of the train. It is now 7:45, running 3½ hours late--no time made up last night. On the left is the CP yard, with units 5782, 5535, 1492, and 5564. The weather is clear and cold.

We have breakfast (only six tables are in use). Today's special is pancakes. There is only one waiter on this portion of the trip, and the steward is also helping, while the Service Director washes dishes. On walking through the entire train after breakfast, we find that the coaches are 25% filled and the sleepers 70%. The car that was put on last night to replace the Skyline is ex-CN snack bar car 763, but it is closed. If you want light snacks, you have to go up to the front coach, which has a snack service. The Trainman and Conductor on this train are in full uniform, which was not the case east of Winnipeg. They are also apparently train buffs, as they are wearing all sorts of pins. Our beds are made up by the time I return from my walk. We are now travelling west on the Swift Current Sub., and it is flat and barren. We go by a scanner and it registers 026, so the crew have to check "Axle 26". For the most part, all of the freights are in sidings and we have a clear track. There are lots of grain trains going east-bound--I saw a train this morning carrying green flags again. The passenger service person comes around to see if we want lunch in the diner, but we pass--roast beef sandwiches or lasagna.

In Saskatchewan, they are using a new level crossing sign. It is the usual cross, white fluorescent with red trim. Into Medicine Hat there is very little snow on the ground. We get off to stretch our legs--it is very mild out. All of the ice and snow that was under the cars is now gone. We still have the freights going into sidings. For our sake, I wish that the train crew would get earphones for their radios--they are always talking on them, and it is quite annoying. We pass No. 2, the eastbound CANADIAN, at Gleichen--it is running on time with one A unit, two B units, and nine cars.

We have not seen the service manager or the PSA today--their absence has been noticed. We see Canada Geese flying north--spring is coming! East of Calgary, we go on a slow order, so we are further delayed. We go by Ogden Shops and into Calgary at 16:30, now only 4½ hours late. We are all taking bets to see how late we'll arrive in Vancouver. It is cold and cloudy in the Stampede City. We go into the station to walk around. Some construction is taking place to modernize the ticket counter and baggage area. There are about 30 people waiting to get on. We get another set of engines: A 6307, B 6635, plus a sleeper, DUNSMUIR MANOR, which a crew member says is for the crew. We leave Calgary at 17:30. It's too cold, so they cannot wash the windows--we try to see through lots of dirt. The PSA comes through for first call for dinner. No reservations tonight, he says, because we are late--he's just lazy! Selections are halibut and chicken. We will see if there's a lineup later. We had dinner in the Calgary station. We start to climb out of Calgary--Bow Valley and the Bow River in the first 30 miles. We see lots of deer and pass six freights. Maybe we'll get a clear signal now. It's 18:30 and it is getting dark and foggy quickly. The dome car is completely filled now, because there is only one dome car and everyone is at this end. We are on full CTC through the mountains. There is no snow yet, climbing at mileage 42. I meet some people from Israel. It is unfortunate that we are now going through the night. Mileage 54 to the left, the first mountains. Through the mist, there is hardly any snow. Into Banff, there is no snow and it is raining. On to Lake Louise, where there is lots of snow. We proceed through the spiral tunnels into Field. It's good night.

Wake up at 6:15 and we are at mileage 37, south of Kamloops. It is cloudy, no snow, and we are starting to follow the Fraser River Canyon. The CN line is across the river. At this point, the terrain is farmland, and relatively flat. Overnight, they added a CP engine because one of the VIA engines broke down. We proceed through Ashcroft. The sun is now on top of the mountains, and the view is most spectacular. Along this stretch, the CN line crosses and recrosses the river. I take some photos along this route to North Bend. We pass or meet eight freights. On the CN line, I see only two freights. Into North Bend, it is foggy and overcast. We are parked beside a unit coal train with two mid-train engines and a robot. There are three snow plows and a complete work train. The dome is half filled, as we continue down the canyon through Hell's Gate. Being late, we are able to see all the sights in daylight. You can tell that the water level in the canyon is low by the markings on the side. Just after Coquitlam, we cross over to the CN line.

Into Vancouver at 12:35, three hours late. The SUPER CONTINENTAL is due in at 13:10, but will not arrive until 16:40. The eastbound SUPER CONTINENTAL (six cars) is about to leave at 12:45, and the eastbound CANADIAN (nine cars) is ready to leave at 14:00.

(To be concluded next issue)



UCRS and other events and activities

by Ed Campbell

UCRS member Al Kerr of Buffalo (and a long time member and officer of the Buffalo Chapter, NRHS) favoured the June 20 Toronto meeting attendees with an outstanding program of U.S. traction movies of the 1940s, 1950s and 1960s, featuring such long gone systems as the Illinois Terminal, West Penn Railways, North Shore Line, Lehigh Valley Transit Co. and IRC city operations. The flavour of post World War II interurban operation, virtually a lost commodity in 1986, was abundantly brought back by the movies. Also seen was a sequence featuring the very last day of passenger operation on the Lehigh Valley R.R. Many thanks to Al, and Geoff Gerstung, Buffalo Chapter President, for coming over with a memorable presentation.

--If you are interested in helping with restoration work on UCRS Car 13, please write to the Society at Box 122, Stn. 'A', Toronto M5W 1A2. When you take an active part in UCRS activities you will find that your Society means more to you. Why not volunteer today?

--In the following events calendar, please note the interchange of the Toronto meeting programs from the listing in the June issue.

Friday, July 18--The regular UCRS Toronto meeting will be held in Room L8 of North Toronto Collegiate, 70 Roehampton Ave. (entrance at south-west corner of building; watch for signs). Roehampton is the first street north of Eglinton Ave., running east from Yonge St. The Eglinton Station on the Yonge Subway is close by. The program (again note change) will consist of 16mm films. If you have an edited film to show, please call George Meek at (416)532-5617. The meeting starts at 7:30 p.m.; don't forget your newscast slides.

Friday, July 25--The regular UCRS Hamilton Chapter meeting will be held in the CN station, Hamilton. GO trains run direct to the station, leaving Toronto Union at 17:19 and 18:03. It is a pleasant ride at this time of year. The program will consist of members' 35mm slides. The meeting starts at 8 p.m.; visitors are always welcome. Why not take your newscast slides to Hamilton?

Saturday, Aug. 2--The Buffalo Chapter, NRHS will operate the LAKE ERIE LIMITED from Buffalo (Blasdell-9 a.m.) to Erie and Albion, Pa. and return behind N&W Northern 611 over NS rails (ex-NKP). Return to Blasdell (Lake Ave. crossing of the NS) is scheduled for 8 p.m. Reservations must be received by July 25; fares: \$45 Adult, \$38 Child under 12. Make cheques or money orders (U.S. funds) payable to Buffalo Chapter, NRHS and mail to NRHS Buffalo Chapter Inc., Steam Excursion, Box 298, Getzville, N.Y. 14068. If additional information is required, phone (716) 836-0872 (Al Kerr).

Friday, Aug. 15--Regular UCRS Toronto meeting at North Toronto Collegiate, Room L8, 70 Roehampton Ave. at 7:30 p.m. The entertainment will consist of Super 8 and 8mm movies. If you have a film to show please call George Meek at (416)532-5617 so that the program can be arranged. Visitors welcome.

Friday, Aug. 22--Regular UCRS Hamilton Chapter meeting at the CN Station, Hamilton, 8 p.m. The entertainment will be members' 35mm slides. Why not take your newscast slides to Hamilton to show them?

SOCIETY NEWS UPDATE

--Car 13--Unfortunately, despite the best efforts of various Society members, using borrowed or rented lifting equipment, the car's lead axle remains off the rails. Accordingly, we are now investigating the possibility of obtaining professional assistance to rerail the car and move it into its storage location. Preliminary indications are that this option may not be too costly--we are hopeful that it can be accomplished for under \$500. During its unexpected sojourn on the siding lead, incidentally, Car 13 has not sustained any damage. This may be due to the fact that it is located adjacent to two fairly busy streets, and that our people are frequently on the scene. Nevertheless, it is obvious that the sooner it is moved into its protected site, the better. In the meantime, various members have been performing routine maintenance on the car--paint touchup, roof and window frames repairs, etc.

The question of the car's future, as mentioned last month, remains unresolved. At a recent Directors' meeting it was decided to form a Car 13 Committee, comprised of Directors and members-at-large, to investigate alternatives (keep or sell) and possible uses for the car (including a realistic assessment of the viability of these) and report back to the Board within a reasonable length of time. The Board will then make a final decision. Anyone who is interested in serving on the Car 13 Committee should phone John Thompson, 759-1803, or George Meek, 532-5617.

Toronto Civic Railways Book--Production is on schedule and our printer has promised us that copies will be available by mid-August. Bill Hood will immediately begin mailing out copies to those members who have placed orders and, allowing for the speediness of the Pony Express, books should begin arriving at members' homes in the vicinity of Labour Day. Previous to this, our publicity program will have moved into 8th notch, so that a wide variety of potential purchasers all across Canada and the U.S. (both book dealers and individuals) will be made aware of the book. This should have the effect of maximizing sales within a fairly short period of time over the next few months. In the meantime, our thanks to those members (approximately 100) who have ordered the book, sight unseen.

1987 Calendar--Dave Stalford, calendar co-ordinator, advises that the calendar, featuring dramatic steam, diesel and electric photos with a Canadian theme, will also be off the press by mid-August. Ordering details will accompany the August NEWSLETTER; remember, just 500 copies are being printed, so get your order in right away and avoid disappointment. Calendars will also be on sale at the monthly meetings this fall; members will receive their usual 10% discount.

Until next month--John D. Thompson, PRESIDENT

--London and Stratford area residents have petitioned the Federal Government to save the VIA Rail service that connects the two cities. MP Harry Brightwell said that the residents, who have called for public hearings into the issue, are needlessly concerned that VIA will cut the service. He said that he received a petition signed by 584 area residents, asking that VIA retain the full London to Toronto service through Stratford and St. Marys. "I did share their concerns earlier, but I'm assured now that my earlier supposition was wrong." He believes that the residents' concerns are based on an inaccurate interpretation of the new VIA legislation which specifies that certain passenger routes must yield greater cost recovery.

The Toronto-Stratford-London route carried 623,000 passengers in 1984 and chalked up a \$12 million deficit. It recovered 28% of its costs, compared with an average 35% recovery for the Quebec City-Windsor Corridor. VIA has said that most of the traffic is on the Stratford-Toronto section of the route, which is used by many as a commuter service. In comparison, the Toronto-Sarnia route recovered 25% of costs and the Toronto-Windsor route, 32%. The Toronto-Stratford section is listed among recognized "corridor service" routes, but not the Stratford to London portion.

Tony Turriffin of Transport 2000 Ontario said, on the other hand: "If there's nothing to worry about, why did they list (in the legislation) part of the route and not the rest? My view is that the bill is so loosely worded, it leaves things to VIA's discretion. They could discontinue pieces that aren't mentioned in the bill." He said that the western portion of the route is used by shoppers, university and college students, people travelling to London for medical care, some commuters and even tourists. "We disagree with Mr. Brightwell that there isn't any question of closing the route."

--London Free Press via Mike Lindsay

--The Canadian Transport Commission has advised that CP Rail has offered to voluntarily reduce the speed of all trains carrying dangerous goods between West Toronto diamond and Leaside, from 50 mph to 35 mph. It is further the Committee's understanding that CP has also offered to reduce voluntarily the speed of trains carrying special dangerous goods between the same two points from 35 mph to 25 mph.

Correspondence

Dear Mr. Westland,

The EMD 'builder's plate' found on the Oakville Sub. as listed in the Hamilton area news of the June UCRS NEWSLETTER is actually the identification plate for the master controller and reverser, located in the cab (the model number was the clue). It appears to be pre-1953. Since the controller serial numbers were independent of the locomotive they were installed in, it may be impossible to discover exactly which locomotive it was in. I suspect that the unit was scrapped, and the plate fell off of a gondola of scrap steel containing it. EMD might have a cross-reference list still available, but it is doubtful.

The Southeastern Pennsylvania Transportation Authority, in Philadelphia, has recently advertised for bids for 26 new Norristown High Speed Line cars to replace the existing fleet. The cars will be 10 feet longer (65' total) and have AC induction traction motors, solid state auxiliary power inverter, microprocessor control, and limited self-steering trucks. Braking shall be regenerative/dynamic/outside mounted disc. The advertisement was June 6, with industry review until the pre-bid meeting on Sept. 11, with bids due on Dec. 19. The Urban Mass Transit Administration 'Buy America' (51% U.S. content, final assembly in the U.S.) and Pennsylvania's requirements to use only U.S. produced steel apply (the cars will be stainless steel). Both UTDC and Bombardier are interested.

--Mike Burshtin

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