



Newsletter

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UPPER CANADA RAILWAY SOCIETY
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TTC Articulated Light Rail Vehicles (top photo) and H6 subway cars (lower) on the production lines at CanCar Rail Inc., Thunder Bay, Ontario, December, 1986. The TTC has 52 ALRVs and 126 H6s on order. --UTDC



A Wiener Schnellbahn (Vienna, Austria) suburban electric railway train of 1962-vintage in its original livery. See article this issue. --Erich Tschop collection

WHAT HIDES IN THE WILD EAST

by Just A. Ferronut

alias J.A. (Art) Clowes

Yes, Upper Canadians! Trains do exist and operate in Lower Canada, and even in the Colonies to the east. Feeling sorry for the Canadian taxpayers and their complaints about subsidizing public transportation, I hopped in my little tin god (car) and took off in a cloud for the never never lands to the East. It is usual for me to make this trip at least once a year, but this one was to be different since I had told myself that I would spend one third of my time rail-fanning (photographing trains) on this trip.

I left home base (Toronto) on Wednesday, Dec. 17, 1986 and headed east, ahead of the p.m. rush hour. The scanner was on as I passed Oshawa and my first contact of interest was CP Train 916 eastbound, with MLW-built C-424 4217 in the lead, followed by MLW RS18u 1812 (formerly 8771), and B&O GP40s 3711 and 3730. Knowing that I couldn't get to Courtice Rd. before 916, I headed for the sharp curve over Hwy. 2 just east of Newcastle. CP 927 westbound was sitting at Darlington as I passed. The talking detector at Bowmanville told 916 that it had a problem, so as I waited and froze, the light was dropping as the CP crew sorted out their problem. Cold got to me and I headed for a coffee; do I need to say more: I missed 916. So off to the long bridge at Port Hope, no light but with a tripod, slow train and longer lens I got a shot of 916. Happy, especially after getting one more broadside shot east of Port Hope, I headed for Montreal.

After a night's rest at relatives' it was time to start the real exploring into the outer reaches east of Montreal and into the colonies. Since my scanner is not as useful in Quebec as it doesn't translate for a stupid bloke like me, I checked the VIA schedule more carefully. It told me not to expect much passenger train action until I got near Charny (Quebec City). This was not totally bad since, while CN's Drummondville Subdivision crosses Hwy. 20 twice west of Laurier Station, it is adjacent to the highway from here for the last 30 miles to Charny. As I passed CN Laurier the scanner started chattering, then I noted the CTC signal lights (approach lit) were on and I lucked out with a CN train, maybe No. 341, at mile 27.5, Drummondville Sub. Draper Taper 2112 (HR616) led GP40-2L (W) 9607, followed by C-630 2017 and GP40-2L (W) 9598 with a long string of cars kicking up a little snow on its westward journey.

Eastward and off Hwy. 20 onto Hwy. 116 and then onto Hwy. 132 to mile 2.33 of CN's Bridge Sub. This is on the old NTR (National Transcontinental Ry.). Most people know that this site as the south portal of the Quebec Bridge (opened to rail traffic Dec. 3, 1917). Here, at 12:22, westbound VIA Train 23, THE CITADELLE, with LRC 6927, posed for me framed by the massive bridge portal. Westbound VIA 631 from Mont-Joli was due here (eastbound on the Bridge Sub.) a few minutes later, but was late. I wandered up to the refurbished VIA station at Charny, but still no Train 631; I missed it somewhere.

Back onto Hwy. 20, I boogied about 80 miles east and got off onto Hwy. 230 at La Pocatiere. While this is the site of one of Bombardier's plants, I didn't check it out this trip since it is too pro-transit for Just A. Ferronut. Hwy. 230 with its sideroads makes CN's Montmagny Sub. accessible for the 40 miles from La Pocatiere to St. Andre Jct. The Montmagny Sub. was constructed about 1861 eastward by the Grand Trunk Ry. to meet the Intercolonial Ry. at Riviere du Loup. Whoever designed the stations along this line should be complimented for the variety, and VIA has refurbished the ones that it is using.

St. Andre Jct. is the west terminus for a 19-mile long connection that CN built in 1975-76 to join the Montmagny Sub. to the NTR at Pelletier. The NTR was built, like many governmentally sponsored lines, using a longer route to avoid heavy grades. Establishing grades to get from Pelletier over the hills and down to St. Andre, while keeping within the new track lengths permitted by the Canadian National Railways Act, was a real problem. The Pelletier Cutoff has permitted CN to abandon portions of the NTR west of the Cutoff (formerly the Monk Sub.).

Quebec Hwy. 230 connects with Hwy. 289 at Saint Alexandre. The NTR (now Pelletier Sub.) is within a stone's throw of Hwy. 289 from Pelletier to the New Brunswick border and the same situation prevails with respect to Hwy. 120 from the border to Edmundston, a total of some 67 miles. It doesn't take much driving along the Pelletier Sub. before you realize that neither the road nor the railway are the straightest, and this is a phenomenon that makes most rail lines in the Maritimes great for photography--you can get good light on any train within a few miles.

About 25 miles south of Saint Alexandre, just north of Saint Eleuthere, you will see the 792-foot long Boucanne River Viaduct spanning the valley west of Hwy. 289. This bridge, some 130 feet above the stream, is one of the many bridges, big and small, of almost all designs, that help thread the railways through the Maritimes. Bridges can add impact to your train photos. While I could hear some rail traffic on the scanner, I had no luck since I had left Charny at lunchtime. Light was failing, so I made a dash to Grand Falls, N.B., 40 miles south of Edmundston. As I was heading for supper after finding a motel, my scanner told me in English to check my priorities--supper later--there was a CP train in town. CP's Edmundston Sub. goes through Grand Falls as does CN's Napadogan Sub. I headed over to the CP station area and found a north-



NEWSLETTER

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above address.

OPPORTUNITIES FOR UCRS MEMBERS WITH AN INTEREST IN PUBLICATIONS--The NEWSLETTER is looking for at least two more persons to add to its regular Editorial staff in order to improve and broaden Canadian coverage. Most needed is an Editor for the Motive Power and Car Equipment Section--a person who is deeply interested in that aspect of Canadian railroading and who is knowledgeable on the subject. A Motive Power Editor will be given total rein to write and otherwise organize the section as he pleases, on a monthly (preferred) or bi-monthly basis (if that is found to be more convenient). It is not necessary that the Motive Power Editor be a resident of the Metropolitan Toronto area, but it would be expected that he would have, or be prepared to develop, contacts across the country to assist him. It would be preferable that he be a good photographer himself, and he would be "given his head" to organize photographic representation in the NEWSLETTER of the motive power field generally.

The other Editorial post which it is hoped to establish is a general Western Canada Editor, who would have as his territory everything west of the Ontario/Manitoba border. This person would develop NEWSLETTER copy from press reports, company releases, advice received from other members in that part of the country, and from his own observations and knowledge. Again, it is hoped that the Western Editor could develop a column or section for each issue, but if a bi-monthly arrangement would be more convenient that would also be acceptable.

The important thing about these posts would be a commitment to them, not the "flash in the pan" approach that many apparent enthusiasts in various avocational fields (not only railfanning) unfortunately come to reveal after someone has been counting upon them. We well recognize that changed personal circumstances come along to affect many of us, and that there can be bona fide reasons for a decision to beg off a commitment. Unfortunately, there are too many examples of others who simply decide that something originally taken on with enthusiasm has become just too much trouble, or interest has simply flagged. By going on at length about this, your Editors are simply saying that volunteers for these posts, it is hoped, have as much as anything else a resolve to be faithful to them, as well as a sincere interest in the subject matter. The Society cannot afford to pay its Editors or other contributors to publications as it is a non-profit organization. To the genuine enthusiast, the satisfaction born of a job well done is abundant reward.

Please give serious consideration to the possibility of taking on one of the two Editorial posts.

NIAGARA FRONTIER STATION NOTES

- The former Amtrak/Penn Central/New York Central Art Deco Buffalo Central Terminal, built in 1929, was purchased at a tax foreclosure auction last Oct. 28. The new owner, Thomas J. Telesco, paid \$100,000 for the building complex, which cost \$13 million at time of construction. The station was vacated by Amtrak in October, 1979, at which time the structure was purchased by another developer, Anthony Fedele. The present owner is consulting other owners of station complexes in Jacksonville, St. Louis and Indianapolis who have been successfully converting their respective buildings hotel, convention and retail complexes.

--David J. Monte Verde in "The Semaphore" (Rochester Chapter, NRHS)

- The City of Niagara Falls, N.Y. is urging action on plans to relocate the present Amtrak station closer to the Falls. The present facility occupies a 1958-built former Lehigh Valley R.R. freight house situated on the outskirts of town and which has been the butt of much criticism as a result. The intention is to incorporate a new station into a multi-million dollar entertainment/shopping complex in the heart of the city's convention, shopping and tourist district. The new location would necessitate considerable trackwork changes involving Amtrak, Conrail and CN. A feasibility study was to be readied by Feb. 1.

--"The Semaphore"

Cover: Detroit once had an LRT line, years before the term was coined. On March 23, 1956, Department of Street Railways PCC 229, painted in an attractive cream and-red livery, picked up passengers near McNichols Road on the Woodward route, heading downtown. Despite the existence of several miles of centre reservation (which survives to this day, fortunately) and a fleet of seven to nine year old PCCs, this line was abandoned two weeks later.

--Tom Dworman photo

DETROIT UPDATE

by Julien R. Wolfe

The prospect for commuter rail service between Ann Arbor and Detroit suffered a serious setback in October, 1986, when the Urban Mass Transportation Administration (UMTA) of the U.S. Department of Transportation cancelled a \$3 million grant to the Southeastern Michigan Transportation Authority. That grant, matched by \$750,000 in State of Michigan funds, and an additional \$2 million in other State and Amtrak funding, was to initiate the first phase of SEMTA's Ann Arbor commuter rail program. Initially, tracks would be extended 1.5 miles, from Amtrak's existing Detroit terminal, the old Michigan Central Depot, to the Joe Louis Arena parking deck (on the riverfront, a short distance from Woodward Ave., Detroit's main thoroughfare). The latter facility had been built in 1979 with provision for up to a four track terminal on the ground level.

Extension of Amtrak's service to the new downtown facility would improve its patronage, while greatly reducing its operating costs, currently inflated due to its location in the old, inefficient ex-Michigan Central edifice. Inasmuch as Federal regulations prohibit use of UMTA funds for Amtrak projects, it was necessary for SEMTA to develop firm plans for its use of the new terminal by commuter trains. Unfortunately, lack of a dedicated transit tax has led to SEMTA being unable to initiate any significant new services, and in fact almost half of its suburban bus service has been discontinued since 1980.

Of course, SEMTA's Pontiac to Detroit commuter rail service was discontinued in October, 1983. SEMTA's lack of a firm plan is what led to UMTA's cancellation of the rail grant. At this time it is unclear how Amtrak will resolve its Detroit terminal situation. A private developer has purchased the MC Depot and adjoining office building from Conrail, and has promised a major building renovation as part of a new World Trade Center project. To date, there has been a substantial cleanup of the old main waiting room and concourse areas. However, the overall condition of the facility is still deteriorated, and significant sums of money will be required to put this structure in prime condition. If such improvements are made, the station may be turned into a shopping mall, and the developer has proposed a joint Amtrak and intercity bus terminal in some old express buildings on the west side of the tracks. It is unclear how Amtrak will respond to this change, and some rumours even surfaced in the press late in 1986 that Amtrak was considering dropping Detroit entirely, by pulling back to its successful Dearborn suburban station, seven miles west of Detroit. As of February, 1987, no specific plans have emerged, and Amtrak continues to use the old MC Depot, even though Dearborn now seems to generate more patronage.

Although SEMTA has not dropped its plans for an 11 round trip commuter service over the 37-mile line, it is dormant, and joins the long proposed Woodward Ave. light rail plan as another example of how much the Southeastern Michigan region has to change its priorities before any major transit plans will ever be realized. Indeed, 10 to 15 years of intensive suburban office and retail development, during which time downtown Detroit has lost much employment and retail activity, may have led to the unfortunate situation where the majority of the taxpayers are no longer interested in supporting downtown oriented projects.

One major downtown project that has made progress is the Downtown People Mover (DPM). During 1984-85, SEMTA came under considerable criticism due to a projected \$67 million cost overrun, and certain well publicized quality control problems with the concrete beams. By 1985, with its very existence threatened, SEMTA agreed to a Federally sanctioned plan whereby the DPM project was switched to the City of Detroit, which promptly created the Detroit Transportation Corporation to complete this \$210 million (U.S.), 2.9 mile line. The actual transfer took place in November, 1985, and almost immediately the DTC brought in the Turner Construction Company of New York to be its prime contractor. Since then, little about the project has appeared in the press, compared to the almost constant "sensational" coverage during the SEMTA era.

By October, 1986, enough progress had taken place that the Urban Transportation Development Corporation (UTDC), still the overall contractor building the line, had a public open house in the Michigan Avenue Control Center and maintenance shop building. On display were several DPM cars, virtually similar to those operating in Toronto and Vancouver, as well as the train control board and electrical distribution equipment.

Late in December, the first complete circuit of the single track loop by a transit car took place, initially being pushed by the former SEMTA Unimog (a dual mode switching vehicle). The first electrical operation took place on Saturday, January 3, 1987, and a two car train made two circuits of the elevated structure with press and TV media on board on January 5. Some very positive coverage resulted, even from the usually negative Detroit News, although articles concerning wheel, track and other problems with the UTDC technology in Toronto and Vancouver still surface in the News from time to time. By February, testing of cars had become routine, and all 12 stations were well along in construction. The projected July 31 public opening appears to be firm.

While progress on the DPM moved forward in 1986, the Detroit trolley was largely out of service due to heavy construction taking place on the Cobo Hall expansion project. No cars were operated from early March to early October, at which time the line was reopened to coincide with the Annual Meeting of the American Public Transit Association (APTA), which was held in Detroit last year. The ex-Lisbon narrow gauge (90 cm) trams continued to operate over the one-mile line until just before Christmas, at which time they were withdrawn, possibly until mid-1988, when the Cobo Hall expansion should be completed.

Finally, 1986 was the year in which SEMTA took action to dispose of all its former commuter rail rolling stock. In January, all seven ex-Pennsylvania R.R. Keystone cars, and the power car, were sold to Trains Unlimited of Waterloo, Iowa, though the cars remained on SEMTA property until June. This firm has plans to rehabilitate them by late 1987, and use them for excursions on the ex-Illinois Central Gulf Chicago-Dubuque mainline, now owned by the Chicago, Central and Pacific R.R.

bound local with CP 8738 (RS18) and 1805 (formerly RS18u 8755) doing a little switching. They were too fast for me as they trundled off around the bend before I got my lights set up for a night photo. CP Edmundston Sub. follows the east bank of the St. John River from Cyr Jct. (28 miles south of Edmundston and the junction with CN's Napadogan Sub.) to just north of Grand Falls, where it crosses the river. Knowing that the bridge at this location collapsed under a train in 1903, the current spidery bridge always looks even lighter to me.

Finally supper and bed, since a check of VIA's schedule told me to get up before breakfast as VIA 626 would be in town at 0713 on its Fridaytrip down the NTR to Moncton, N.B., some 194 miles to the south-east. RDC-1 6223 was on time the next morning amongst a few snow flakes and darkness as it stopped long enough to scoop up one passenger and to let me get a flash photo.

Light was still scarce when I finished breakfast, but on leaving the golden arches I did hear a train horn on CN's Napadogan Sub. I deciphered from the scanner that it was an eastbound. While waiting for better light I checked out the Little River Viaduct, a 1242-foot long, 23-span Deck Plate Girder two miles east of the Grand Falls station, and concluded that it had photo potential. Moving southward along the Napadogan Sub. towards Plaster Rock, I now looked at this line as a photo-crazy railfan, not as last time which was years ago as a railway employee. This trip reconfirmed my fuzzy recollections of the area, with its rolling hills, sweeping railway curves joined by tangents, large fills and bridges. My real goal for today was to visit the Little Salmon River Viaduct (Davies No. 2), nine miles south of Grand Falls. The scanner indicated that my eastbound would meet a westbound at Blue Bell (the location of a tunnel of the same name which was closed in the mid-1960s when a track diversion was constructed). This meet was good news as it meant that I would have a northbound within the hour. I did a quick survey of this 3941-foot long Through Plate Girder Viaduct with its 49 spans and settled on a tight shot of the bridge and the train from the potato shed road at the north end. Camera set up on the west side of the track, I sat in my car on the east side to keep warm. Suddenly the CN CLIPPER came around the curve at the south end of the bridge. My central continent trained reflexes told me to race to the camera location--I did--then I started to realize that it's almost a two-minute trip for a train over this 3/4-mile long bridge. The 9600 horses in the form of CN 2335 (MLW M-636); CN 2105 (BBD M-616) and CN 5047 (GMD SD40) moved the long string of container trailer-laden railcars with their shipments of overseas goods towards the west. This parade ended with CN caboose 79724.

Southward to Plaster Rock, then I followed CP's 30-mile Tobique Sub., a very chasable line, down to Arthurette, halfway to Perth via Rte. 109. CP still has one train a day from Aroostook to Plaster Rock and return. It was to be two RS18s, 8737 and 8738 according to the lineups, but I didn't wait for it. Instead, I went to Perth (the east half of Perth-Andover) to wait for CP Extra 1830 southbound on the Shogomoc Sub. A CP trackman told me that it was still switching in Andover. Knowing the very tight curves at both ends of the railway bridge over the St. John River, I proceeded to burn up some film at both ends of this bridge. Using Hwy. 105, traffic on CP's Shogomoc Sub. can be paced for the 50 miles to Woodstock. More of this sub. is within range of other roads. CP 1830 (formerly 8732, a MLW RS18), rebuilt by CP, and mate 1809 (formerly 8745) also rebuilt to a RS-18u, were assigned to this southbound extra, pulling 14 cars, caboose 434918 and flanger 400568. Using the advantage of some of the hills in the road as well as the flat open spaces, I picked about five spots for photo locations in the 25 miles down to Florencville, the home of McCain's Frozen Foods. Our extra had to switch McCain's. It was now getting to be almost 12:00 and I was becoming anxious to get to Moncton; so, after a few more photos, I left the train. One interesting note here: the old main line is now a plant siding and a new mainline has been constructed to go around the numerous expansions which this plant has experienced. A short stop in Woodstock and then onward for the 180 road miles to Moncton.

My original plan was to stay in Woodstock, but different things kept telling me to head for Moncton. This was one time that I knew my gut feeling was right after I learned that the Salem and Hillsborough Ry. was holding a Santa Steam Excursion the next day. Saturday, Dec. 20 was cloudy but reasonable. I arrived at Hillsborough about 1300, just as ex-CNR 1009 (MLW-built 4-6-0) was being brought up from the shops. The overcast day did help to provide good light on this shiny black engine with its bright red and yellow CNR crest on the side of its tender. The locomotive was leaking steam and, while this may not have helped the operation, it did add to the photo effect. There were to be two runs (one for the Hillsborough kids and one for others) up to Salem, some six miles away, where they hoped to find Santa with some goodies that he could pass out on the run back to Hillsborough. The crowd was good and Santa was found. Besides myself there were only about three others that chased the train (a little different than in Ontario or the U.S.). Since the S&H has only a runaround siding at Salem, 1009 makes a reverse move, tender first up to Salem then back to Hillsborough with the engine leading in the normal headend position. The locomotive pulled no. 52?, a steel coach painted olive green and lettered Grand Trunk (GT) and no. 4275? (wood and also in GT livery) up to Salem. EMD NW2 7941 then brought up no. 6329 CASCADE and added it to the train for the run back. The second train was 1009 and the two GT coaches only. The afternoon went almost as fast as the four rolls of film that I used. The S&H can be paced fairly easily, but due to the need for different lenses, is better as a two person operation.

Family duties kept me busy until Monday. That day turned out sunny and I did have one location where I wanted to play with my long lens (500 mm). I had to check out the Moncton station first--CN 9412 and 9428 were sitting here after their overnight journey from Montreal leading VIA No. 14, the OCEAN, as was VIA No. 12, the ATLANTIC, with VIA 6779 and 6870, pausing to refresh itself and sort out passengers after its trip through Maine on its way to Halifax. Moncton calls itself the "Hub of the Maritimes"; VIA uses it as a hub these days as its trains arrive and depart on the four rail spokes as well as with buses on a fifth. Major surges are late morning and late afternoon to connect with the Montreal trains. It would take another article to give all of the data and possible connections, etc.

These trains plus the scanner said scat eastward along the Springhill Sub. for some shots of No. 12 and the freights that usually follow it. I passed up my 500 mm spot to keep for a freight, and chose a curve on the marshes near Dorchester, N.B. for No. 12. After No. 12 rushed by I did likewise to get back to Gaytons, some 15 rail miles from Moncton. From the T-

Can (Trans-Canada Hwy.) you look up the Memramcook River Valley and the Springhill Sub. as it snakes along its bank. Eastbounds come at you in a southwest direction, so the situation is great from noon to late afternoon. It was full light so I set up the 500 mm lens. At 1300 CN Extra 2104 presented itself with CN 2333, 3651 and 3681 on its journey to Nova Scotia. This was followed by CN Extra 9474 at 1425. This eastbound had CN 2116 and 2308 for support power. The sun was leaving the valley, so it was time for me to leave as well. I proceeded eastward to Aulac, four miles east of Sackville, N.B., on the Tantramar Marshes. Once you know the track and road layout in the area, you realize that within about seven miles (from just west of Sackville to Fort Beausejour (just east of Aulac), a location can be found to have front lighting on either an eastbound or a westbound any time of the day. So, I picked off this CN Extra as it came around the curve and split the signals at Aulac (CN MP 82.7, Springhill Sub.); it was now 1510. Hopping over to Amherst, N.S., six miles east, I was in time to get VIA No. 11 westbound loading passengers at the old red sandstone station at 1612. Train No. 11 had VIA 6776 leading 6861 with 14 or 15 cars. Using E.R.P. (Emergency Railfanning Procedures), not recommended unless you know your locations, I raced No. 11 back to Sackville for one more shot. Light was lost for the day, so time to put the camera away.

Tuesday, Dec. 23 was another sunny day. I proceeded out to Marsh Junction (see the "Itinerant Railfan No. 6--UCRS NEWSLETTER, September 1986). This site, two miles west of Moncton, is the junction between CN's Sussex and Gort Subs. VIA has four or five trains past this location within two hours in late morning. Lighting is acceptable here for all trains at this time of day. VIA No. 14 was a few minutes late but came around the curve on the Gort Sub. with CN 9423 and 9410 (both GMD GP40-2L (W)) followed by a line of 14 or so blue VIA cars. It was Tuesday, so there was no No. 625 from Edmundston. I was, like No. 14, a few minutes late so I had missed No. 12. A single RDC-1, no. 6122 (ex-CN 6201) scooted by on the Sussex Sub. a few minutes after 1200 as VIA No. 615 on its daily run to St. John, N.B. It had waited to collect passengers from the OCEAN (No. 12). I headed for Gordon Yard a mile or so on westward without thinking about No. 617 being due, in 10 minutes or so, to pass on its 3½ hour trip northward to Campbellton. Gordon Yard was fairly quiet with a number of units sitting around awaiting their appointments with the mechanics in the diesel shop. I did get a couple of shots of 8612, a recently rebuilt switcher. There are still a couple of rows of units (1700s? and 3600s-3700?) stored in the southeast corner of Gordon Yard. My watch and calendar told me that it was time to stop being crazy and get some shopping done for Christmas. The next 3½ days were spent with family and chores for Christmas, etc.

Saturday, Dec. 27 was another ideal day for photography so therefore the time had come to waste a little more time on those silly trains. The day was half gone as I spotted CN 8708 (ex-CN 8513)(MLW/CN S-13u) in the Lower Yard (near the Moncton station) starting to pull the consist from VIA No. 14 towards Gordon Yard to turn it to be ready for its trip back to Montreal. Today, I decided to pick No. 12 off on the Springhill Sub., starting just east of the downtown area and then going out Hwy. 15 to Painsec Jct. (eight rail miles from Moncton). Stopping on the side of the freeway, I slid down the embankment to track level and was in place ahead of No. 12. This junction is where the Intercolonial Ry. from Truro, N.S. joined the original European and North American Ry. From the turnout, the Springhill Sub. makes a substantial sweeping curve to the south east. With No. 12 on time, I headed back to Marsh Jct. to get No. 617, which I had missed on Tuesday. To make time, I went around Moncton, to avoid city traffic. I made it on time to get VIA 6782 (MLW FPA-4) pulling two yellow striped blue coaches up the grade from Moncton. There was a restricting signal eastbound on the Sussex Sub. and a headlight eastward on the roller coaster track between Gordon Yard and Marsh Jct. I realized that it was CN No. 208 heading towards Halifax. CN MLW C-630 2025 showed GMD-built 9443 and 9556 the way on this eastward train less than an hour after I started shooting No. 12. Before the crossing cleared for me to escape, there was another headlight on the west horizon at Gordon Yard. I had to wait, so at 1250, CN 8708 came into range with the turned equipment for No. 15 on its way back downtown. Twenty-eight minutes later I was in position at Hwy. 132 (CN MP 112.7 Springhill Sub.) east of Moncton as No. 208 (now CN Extra 2025) filled my camera viewfinder. Using E.R.P., I headed for the Meramcook Valley, but to no use as my freight had outpaced me. A little time around Moncton, then I was off to Sackville to get a few more shots of No. 11. As I was standing on a dirt pile near Crescent St. east of the station, VIA No. 11 with 6779 and 6870 started at 1612 to imbed images on my film as this lengthy passenger train came off the Trantramar River bridge, then again at the Sackville station, and finally at Hwy. 935 a mile or so west of the station. Then came the daily problem for camera nuts: the light's gone. Sunday I split between family and the third reason for this trip--chasing covered bridges.

Monday was earmarked for the start back to Toronto. The deep blue skies and one of Ed Bowes' shots at the December Forest City Railway Society meeting dictated that I must get at least one train at the old Petitcodiac station. I am not sure of the origin of this 2½ storey frame station located on the Sussex Sub. Like many stations in the east, it doesn't conform to the common station designs so familiar in Central and Western Canada. On time at 1200, VIA No. 615 with a full complement of passenger equipment (one ex-CN RDC-1, no. 6106) went dusting by en route to St. John. I went back to chasing covered bridges. Mid-afternoon did see me back at Moosehorn, the site of an old covered bridge and also the junction between CN's Sussex Sub. and their nearly new Denison Sub. This 12-mile subdivision to the Denison Mine was opened a couple of years ago. I didn't scout this line but a couple of interesting photo possibilities exist near the junction as the mine line climbs from the old European & North American Ry. eastward and curves across Hwy. 1 a few miles west of Norton, N.B. CN switchers were working the yards in the Courtney Bay area of St. John as I sped by on the freeway.

Now out of CN territory, I followed CP's McAdam Sub. northward from West St. John. Bridges were still No. 1, but I was noting some of the locations that would be worth returning to. There are a number, like the rock faces near Welsford and the snaking line along a small lake at Wirral. The scanner was quiet, and it was soon time to bed down for the night. Tuesday was for more bridges and possible CP action on their Gibson Sub. between North Fredericton (South Devon) and Woodstock. CP's dispatcher told everyone that he had two trains on the Gibson Sub. that would be of interest to me: one was CN 1768 (CN uses CP's Gibson Sub. to get from its line at South

Devon to its 2.6-mile long Centreville Sub. in Woodstock). The second was CP 8789, working the pulp mill on the Southampton Sub. that would also proceed to Woodstock before returning to South Devon. Laziness cost me a train again. Arriving at Southampton, I half checked the junction (Southampton and Gibson Subs.) and since I hadn't heard CN 1768 I didn't really expect him and I didn't see him. I proceeded a couple of miles into Millville to check the old station site for a photo angle. Then (CN 1768 apparently had been hiding somewhere near the junction), the next thing I heard was the CN job clearing the south switch at the junction and onto 10 or 15 miles of unchasable line. Not knowing exactly where I could get him, I stayed put for CP 8789. This old MLW RS-18 didn't make a bad photo at two locations on the Southampton and two more on the Gibson. I checked out the station when I got to Woodstock and 8789 was sitting there with its caboose ready for the return trip up the Shogomoc Sub. to Newburg and the Gibson Sub. This, I believe, would be the last train of the year into Woodstock.

Wednesday was a day for family and bridges. Thursday, the first day of a new year, saw more blue skies and time for the last dash back to Toronto. Checking out CN Edmundston exposed VIA Budd cars 6221 and 6222 sitting in the yard as well as a CN eastbound freight idling with units 9436, 5360 and 2010, waiting for a crew. I retraced my route back to Charny, P.Q. The last train of my trip was VIA No. 22, the eastbound CITADELLE, near St-Apollinaire, P.Q. (CN MP 20.0, Drummondville Sub.) It was dark before I got to Montreal and much darker as I arrived in Toronto near midnight.

This was a 16-day, 2500-mile trip, maybe beyond the limits to which many railfans may want to go. I must thank Ed Bowes and his December presentation that reminded me of the Eastern potential and to forget my fastpaced life and to get off the main roads and follow some of the twisting paths to see what is around us. So, railfans, whether you travel east or some other direction, remember that this is a great hobby with so many facets; don't be afraid to look around and see what is there.



Two Top Men Depart

TIME TO GO... by Sandy Worthen

As the whole that is greater Toronto (which is not greater than the sum of its parts) lurches along the rails of destiny, one of the most important elements in this progress is the nature and scope of its future commuter rail transportation system. Government of Ontario politicians and some citizens' groups seem to favour expansion of the Toronto Transit Commission (TTC) outside Metropolitan Toronto, and its eventual amalgamation with GO (Government of Ontario) Transit and other, smaller municipal transit systems. However, the man best suited to oversee this transition process, by virtue of his qualifications, experience and (above all) patience will not be there to do so.

Since his appointment to the Commission in 1977, and his election to its chairmanship two years later, Julian Porter has been responsible for the Commission's operation and development vis-à-vis Ontario's Ministry of Transportation and Communications at Queen's Park, Toronto. Most TTC watchers assumed without question that he would stay on for the "battle" ahead, but in late January, 1987 he announced that he would not seek reappointment to the five-member Commission for a fourth term.

Julian Porter had another career choice: he is also a prominent Toronto lawyer and, with four important trials in the offing, he felt that he could not do both jobs well. In addition, he concluded that it would be best if a new TTC Chairman were elected before the forthcoming negotiations with Ontario's Liberal Government over urban/suburban commuter transit development begins. Porter remarked that he had always been proud of the TTC, its employees and its accomplishments and that the system's expansion, as viewed by the MTC, represents a "dilution" of an organization in which he has always taken a "stubborn pride".

Porter's accomplishments, you could say, were best acknowledged by his election to the chairmanship of the TTC in 1979. But, before that, he was a pro football candidate (Edmonton Eskimos), a top Toronto lawyer, and President of the Canadian National Exhibition (CNE) at the age of 36.

When he first became TTC Chairman, Porter recalls that people asked him why he had taken on such a "terrible, terrible job". Whatever his reasons were, his experiences (he says) have been "exciting and productive". One could say that this was true for the Chairman, the employees and the customers. But being a member of the Commission surely cannot be so terrible, as there were 14 applicants asking for consideration by Metro Toronto Council for two vacancies on the Commission. Metro Toronto Chairman Dennis Flynn admitted that he was disappointed to lose "a good leader, in his quiet, persuasive way."

In his final remarks, Julian Porter smiled and said, "I don't think I'd be very good at negotiating a transfer (of the TTC) over to a wider system". And, in addition: "Sometimes it's just time to go. The world is littered with people who didn't get out in time". Future events may confirm the wisdom of Porter's choice, but certainly his accomplishments during his term as TTC Chairman have established an enviable record; to equal or surpass it will challenge the ability of his successor.

TORONTO'S LOSS IS BUFFALO'S GAIN--A January 29 announcement out of TTC headquarters at 1900 Yonge St. confirmed finally what had been successively rumoured and denied over a period of about two months up to that time--that TTC Chief General Manager Alfred H. Savage had accepted the position of Executive Director of the Niagara Frontier Transportation Authority. Actually, some four months of negotiations are said to have preceded the CGM's decision, during which time the Authority apparently progressively sweetened the pot until Mr. Savage found himself in possession of an offer that he could not refuse. He starts in Buffalo about April 10 with a base salary of \$120,000 U.S. plus extensive fringe benefits. A survey of 10 North American transit

systems by the Buffalo News revealed that the top executive in only one case (that of the New York City Transit Authority, with a budget of \$4.3 Billion to administer) commands a salary in excess of that to be earned by Mr. Savage. One of the NFTA's priorities, he told the Buffalo press shortly after the announcement of his appointment, should be to pursue every possible avenue for funding extensions to MetroRail. To be viable, he added, the LRT system has to "go somewhere--to where the people are". One prominent Buffalo businessman said of the Savage appointment, "Now we have a real professional--he is going to have to end a substantial portion of the politics in the Authority, or it will not work".

New York State's Governor Mario Cuomo had told Buffalo to "spend whatever it takes--hire the best Executive Director in the country (actually they went outside of it!) to run the NFTA properly". Mr. Savage's appointment to the post ends a search that began in late 1985 when then Executive Director Joseph D. Latona was fired in the midst of controversies over no-bid contract awards and the indictment of a transit mall construction manager.

- The TTC has advertised for tenders for the supply of four rail grinding trucks (constituting small single truck trailers with grinding apparatus, for haulage behind locomotives) for the subway system. This may indicate that the PCC grinding train (RT14/RT 15) is nearing the end of its useful life. Tenders, which were to be opened on April 7, are to cover also the provision of spare parts, and maintenance and parts manuals.

- UTDC ALRV demonstrator 4900 was shipped from St. Clair Carhouse back to the Millhaven facility on Monday, March 9, via flat bed truck. The car last operated in revenue (test) service on the TTC in February, 1983, although it was occasionally brought out for demonstrations, and an ERA fantrip, in the interval. This blows any possibility which might have existed for photographs of 4900 beside a production run ALRV, at least in Toronto (reportedly the ALRVs will be finished off in Kingston).

3 FAT YEARS...3 LEAN YEARS

by Alonzo Dixon

A report by Shirley Won in a late January issue of the Montreal GAZETTE confirmed what many critics of VIA Rail Canada had suspected for some time: third quarter 1986 figures showed a decline in passenger traffic, the first recorded in three years. In the first 10 months of 1986, passenger rides declined from the same period in 1985 by 500,000, to 5.4 million. Paul Raynor, genial VIA Public Relations Representative in Montreal, said that a slight decline in ridership had been expected; to the observer, the importance of the trend seemed to be underlined by the fact that he would not reveal year end figures, saying that they would be recorded in the corporation's annual report, which must be submitted to and ratified by the Ministry of Transport prior to public examination.

Raynor was quick to offer the usual tired explanations for this disturbing trend. It was attributable partially to lower gasoline prices, he said, and partly to rising automobile sales in recent years, although a careful examination of both of these explanations does not confirm that either could have influenced the decrease in rail passenger traffic in 1986. Increased competition from regional Canadian airlines in a climate of ongoing industry deregulation also was offered as a reason for decreased rail passenger traffic. Raynor cited the competition for customers in the Quebec City-Windsor corridor from local airlines such as City Express, which he categorized as "upstart". He acknowledged that VIA services in the "corridor" and to the Maritime Provinces would suffer further erosion. With the termination of EXPO 86 in Vancouver, transcontinental bookings, as a result, must also decline. But, even as Raynor was reciting the "reasons" why VIA traffic had declined in 1986, he had to admit that 10-month revenues had risen to \$177 million from \$170 million (10 months 1985), not because of increased productivity, but mainly because of increased fares.

VIA's riders numbered 7.8 million in 1981, 6.8 million in 1982, 6.5 million in 1983, 6.7 million in 1984 and 7.0 million in 1985. These totals, of course, were influenced by the 1981 decision of the Liberal Government to discontinue about 20% of the passenger train services across Canada, and the 1985 restoration of these services on six routes in various regions by the Progressive Conservative Government.

Guy Chartrand, high profile President of the Quebec chapter of the lobby group Transport 2000, said that a major part of VIA's problem was "aging equipment". He contended that VIA has an "image" problem, especially on its long distance routes. Aging equipment, he said, makes it difficult to "attract" passengers.

Taking into account all of the time worn excuses; considering all the opinions pro and con from various official and unofficial sources; when all is said and done, it is impossible to reach any reasonable, logical conclusion as to why, exactly, VIA continues to be unpopular and unprofitable. Even the data in VIA's 1986 annual report will not provide any really new information to facilitate logical decision making. And, there is just no use counting on the introduction of the new F40PH-2 diesel units and the 130 Superliner passenger cars (the latter at an estimated cost of \$400 million) to resolve, or even mitigate, any or all of VIA's problems.

Sooner or later, the politicians and the bureaucrats will have to concede that rail passenger transportation in Canada, a service to some of its citizens, must be underwritten by the Government of Canada. It is not now, nor ever will be, a profit making enterprise. If you don't believe it, just wait and see!

SMOKING BAN EXTENDED--Effective Jan. 5, GO Transit extended its smoking prohibition to all rail stations and bus terminals. This step follows others which saw (in the 1970s) a partial ban on vehicles, followed by a total on-board prohibition in 1978. In the fall of 1986 the rule was extended to platform shelters, stairways and pedestrian tunnels. By September, 1987 GO Transit will declare all of its offices and other facilities smoke free, with an immediate phase of this constituting a ban on employees smoking in work areas visible to the public. --GO News

THE

ANNIVERSARY

RAILWAY

by Erich Tschöp

The year-long celebrations marking the 150th anniversary of opening for service of the first railway in Austria began on Jan. 17-18, 1987, with an exhibition commemorating the first quarter century of operation of "Wiener Schnellbahn" (Vienna Metropolitan Express Railway). This line complements the "U-Bahn" or subway and the suburban lines of the Austrian Federal Railways in and around Vienna.

The Schnellbahn, opened on Jan. 17, 1962, today carries more than 37,000 passengers in one day on its 106 mile long network. The travel time on the main line from Wien-Liesing across the city to Wien-Floridsdorf is 32 minutes for 21 kilometers (or almost 40 km/h average speed including all stops). From Floridsdorf the line branches to three different destinations: Stockerau (21 km from Floridsdorf/29 minutes; Gansersdorf (31 km/29 minutes) and Wolkersdorf (22 km/24 minutes).

To commemorate this occasion, several exhibitions were arranged. At Wien Nord Station, there was a display explaining the development of the Schnellbahn, together with an "Info-Stand" of the Austrian Federal Railways (ÖBB), a display of photographs titled "25 Jahre Wiener Schnellbahn" as well as a track plan of the main line between Liesing and Floridsdorf at the scale of 1:1000. Further exhibits were a "Railway Shop" and a postage stamp counter. The official birthday trains were two specials running side by side on parallel tracks from Wien Nord to Floridsdorf, the first being a Class 4030 trainset refurbished to its original 1962 condition, and the second being the latest Class 4020 express trainset used now on the Wiener Schnellbahn (received new only a few days before!).

At Floridsdorf motive power depot the public was welcomed this weekend to inspect the railway shops. As usual with similar occasions, there were also railway souvenir shops and a stamp counter. Video programs were shown of the development of the Wiener Schnellbahn during the past 25 years, as well as a simulated trip as seen by the driver of a train between Floridsdorf and Liesing, taking about half an hour. At the motive power depot itself the public could see, besides the electric train sets 4030 and 4020 mentioned above, some vehicles refurbished for ÖBB's celebrations this year. Two Class 4041 electric railcars, one in the blue/white livery as it was last used by ÖBB, and the other in beautifully lined green as used by BBÖ between the two World Wars. Externally refurbished, there was also a steam engine and two carriages used on today's Wiener Schnellbahn before overhead electrification in the 1930s. To reach the motive power depot, there were half-hourly free rides between Wien Nord and Floridsdorf Depot, as well as a shuttle service between the Floridsdorf station and the motive power depot. This service was covered by either a refurbished electric locomotive and four carriages in green livery or the abovementioned blue and white Class 4041.

According to the information in the "Anniversary Railway" (1), the complete program of all the celebrations to be held during the year, the next event was the arrival in Vienna of "Zug der Züge" ("Train of the Trains"), an exhibition on wheels showing every aspect of the multi-faceted Federal railways. From Jan. 23 to Nov. 27, 1987, this exhibition train is travelling through all of Austria and even making stops in Munich, West Germany, Zurich, Switzerland, Bolzano, Italy, Budapest, Hungary and most probably also Preßburg, Czechoslovakia.

On board the Zug der Züge are exhibitions explaining the history of ÖBB, modern freight transport by rail, modern passenger travel by rail, the future of the railways, their employees, rail travel for children, views from an ÖBB coach, and a "Travelling Railway Shop".

With all of these opportunities in mind, after a visit to Floridsdorf on Jan. 17-18 to help celebrate the 25th anniversary of the Wiener Schnellbahn, on Jan. 23 the Zug der Züge began its tour from Franz-Josefs-Bahnhof (station) in Vienna. Immediately after my office closed (1 work just above this railway station), I started down to it to have a look at the train. It consists of eight cars painted in rainbow colours, starting with red and finishing in yellow. Out in the countryside this should make a very interesting picture, and I hope that I will be able to photograph the train when it returns to Vienna later this year. Inside each car are documents, pictures and videotapes about the development of Austrian railways up to the present, even including the latest information about freight traffic starting from Jan. 1, 1987--"Bahn-Express", "Bahn Express Extra" and "Bahn Express Plus".

You even have the opportunity, if time permits, to watch a tape of the complete run of the "TRANS-ALPINE EXPRESS" as seen from the driver's seat between Vienna and Basle (Basel), Switzerland. In reality, this train starts every morning at 9 a.m. from Vienna and reaches Basle eight hours later. And so, just like the train, the tape starts every morning at 9 and ends at 5 in the afternoon. When I saw the video, I therefore was rather astonished to see some Swiss railways on the screen in the Zug der Züge. Unfortunately, I could not get an explanation for this at once. Only when I watched the TV news that evening at home did I learn about the Zug der Züge and the extraordinary eight-hour videotape!

Anyone interested in having a really excellent folder describing the Zug der Züge can obtain a copy by writing to the address (2) at the end of this report. In this booklet you can read about what can be found in each of the eight coaches and also where the train may be seen on specific dates. So, should you decide to visit Austria this year, you will know where the train will be. At every location of the Zug der Züge there will be a day of "Open Doors" at the railway facilities there, when everyone interested may have a look behind the fences at everyday railway operation and traffic.

The same thing was true, by the way, at Franz-Josefs-Bahnhof on Jan. 23-26, when there was an exhibition of all the modern goods wagons and passenger coaches on two lines in front of the original engine shed. Inside the new shed, which usually houses only electric trainsets, there was an exhibition of eight different electric locomotives, one from every decade of the 20th century, starting with 1910. In front of the shed, there was also a steam locomotive, under steam, which was the main attraction in spite of the bad weather (heavy snow-fall and strong winds, once again, although not too cold, about Zero).

According to its schedule, the Zug der Züge stopped for three days at Wien Nord at the end of January, visited Stockerau, Bruck/Leitha and Murzzuschlag in February and Leoben Hbf., St. Michael, Klagenfurt Hbf. and Spittal/Millstättersee in March.

Certainly, 1987 in Austria will be a year of great interest to railway enthusiasts. All of them are eagerly awaiting the forthcoming celebrations with great anticipation. There is also quite a degree of interest from neighbouring countries. I, personally, am very interested to learn from how far abroad people come to visit Austria for the 150th anniversary of our railways. Perhaps you may visit my country to enjoy these celebrations, too?

Notes:

(1) To obtain a copy of this booklet, you may write to: Österreichische Verkehrswerbung GmbH, A-1090, Vienna, Austria.

(2) For a copy of this booklet, write to the address above, asking for a copy in English; you will find this publication extremely interesting and be glad that you ordered it.

Notes from Ottawa

by J.M. Harry Dodsworth

--Given that the typical VIA train in Ottawa is one cab unit and three cars, there have been several unusual movements recently. On Jan. 31, Train 40 (LRC 6914) was over 30 minutes late into Ottawa and delayed Train 43 (6541 and 6867) and Train 1 (6793). On Feb. 7, Train 43 was made up with F40 6412, FPA4 6763, a steam generator and eight cars. On Feb. 10, Train 1 (6514) used GRANT MANOR instead of the usual CHATEAU sleeper. On Feb. 13, Train 46 was made up of seven conventional cars (6761 and 6762); it was an hour late (half an hour leaving Toronto because train was not ready and another half hour en route). On Feb. 15, Train 45 (6904, 6909 and seven LRCs) left nine minutes late; however, it recovered most of this, arriving in Toronto less than five minutes late. The same day, Train 36 left 13 minutes late behind rebuilt FP9 6313. Train 46 was reported 90 minutes late and Train 2 was tardy by 2½ hours. On Feb. 21, Train 1 included diner ANNAPOLIS. On Feb. 22, Train 1 used F40 6419 and a steam generator. --CP lifted the track last fall between Rigaud and M&O Junction, shortly after approval was received.

--If the CN abandonment applications are granted (February NEWSLETTER), CN will essentially withdraw from Eastern Ontario. Freight between Montreal and the West will be routed by Toronto. VIA will have to maintain some lines. The residents of Alexandria have held a protest meeting.

--TTC subway riders have experienced a difficult winter. The latest major dislocations took place on Feb. 5, when police closed Museum Station and searched trains at gunpoint looking for robbers of a jewellery store, and on Feb. 9, when the morning rush hour journey from Lawrence to College took two hours. Passengers were particularly annoyed that official messages claimed that the system was running normally when it very obviously wasn't. Streetcar service in the Queen-Bathurst area was dislocated for several hours on Feb. 21, after a transformer fire.

FIT/NO FIT

by Sandy Worthen

Behind every successful man, it is said, there stands a successful woman.

Behind every successful railway company, you can be sure, there stands a reliable computer.

Perhaps you remember that, when all of the possibilities were being considered and all of the projections were being made about which "really big" steam engines would go to STEAMEXPO '86 in Vancouver, and when it came down to the wire, the only possible route to Vancouver from the west coast United States was via the Spokane International Ry. to Eastgate, Washington/Kingsgate, B.C., to Yahk and Golden, on CP Rail's main line to Burrard Inlet.

A spokesman for CP Rail reassured inquirers that there was a program in the central computer at Windsor Station, Montreal, which contained dimensions for all tunnels, cuttings and lineside structures, as well as bridge loadings for the entire rail system. Thus, if a "really big" object had to be transported to Vancouver, it was only necessary to keypunch in the relevant dimensions and weight and the central computer, bless its metallic heart, would provide an almost instantaneous fit/no fit decision.

This brings us to the week of January 19, 1987, at Brockville, Ontario. Every day, VIA Train 58, the CAVALIER, leaves Toronto Union Station at 2335 with coaches and sleeping cars for Montreal and Ottawa. At Brockville (km 335), 'round about 0355, the however many sleepers and

coaches on the rear end of Train 58 are detached and shunted over onto CP's Smiths Falls Sub. by the CN switcher, for the onward journey to Ottawa. With the motive power coupled up, Train 48 (Ottawa) CAVALIER departs daily except Saturday at 0425, stopping at Smiths Falls at 0528 and arriving at Ottawa's Union Station at 0620 (Note: sleeping car passengers may remain on board at Ottawa until 0800.)

On the night in question, the motive power for the westbound (Ottawa) CAVALIER had been one of the new VIA \$2 million DD GMC F40PH-2s, being run in (the Canadian Press report said) before going into transcontinental service. The unit was to take Train 48 on to Ottawa. Compared to other diesel locomotives, the F40PH-2's are really big--and really tall--towering 4.775 metres (15 feet, 8 inches) above the rail.

In order to reach the head end of the two-car train, the F40PH-2 had to back down the CP line, past Brockville station, in the direction of Manitoba Yard, to clear the passing track switch. This meant that part of the big locomotive had to enter the underpass taking the CP line under the Montreal-Toronto main line of CN. And it was right here that uncertainty intervened.

The engineman took one look at the underpass, another look at the new VIA diesel, and decided that the one would not fit the other. No go!

And so, as Paul Raynor, VIA's Montreal based PR spokesman said, "...in the middle of the night, with no one to go out with a tape measure and make sure...(the engineman) decided not to try it." The predictable result was that the Ottawa-bound sleeping car and coach passengers made the red-eye 66 km (41 mile) journey onward by highway bus.

Of course, the CP central computer was right. The F40PH-2 would have made it, frost heaves and all, with, as Raynor remarked, "...a couple of inches to spare!"

BEING TRUTHFUL by Sandy Worthen

While a Canadian Press newspaper story surely is a wonderful way to present your case to the public--and the politicians--the better way has to be an interview on the Canadian Broadcasting's "Journal".

Bombardier Inc. of (Sainte Anne de) La Pocatiere, Quebec, resorted to the latter method recently, when its Chairman and Chief Executive Officer, Laurent Beaudoin, wanted to stimulate the Government of Canada's Ministry of Transport (MOT) to make a decision about the construction of some 110 "Superliner" passenger cars for VIA's transcontinental services.

There was no mistaking Mr. Beaudoin's message: when other contracts have been completed, and assuming that MOT hasn't made up its mind by that time, about 500 of the 1,000 workers at its La Pocatiere plant may have to be laid off. In this day and age, that is a pretty serious situation and is more than a trivial threat.

At a meeting of the Montreal Chamber of Commerce, Mr. Beaudoin said that the five-year, \$1 billion contract for subway cars for New York City would be completed in October 1987. After that, Bombardier has several small orders for commuter cars in the \$20 million-\$35 million range. These, together with the recently awarded contract for monorail trains for Walt Disney Corp. of Orlando, Florida, would keep things going for a while, but, after that, the picture would be much more uncertain.

Bombardier, Inc. and the Urban Transportation Development Corporation (Lavalin) of Toronto have formed a consortium to supply about 110 Superliner cars for about \$400 million, but the contract has not been signed by MOT, so far.

Mr. Beaudoin's message evoked a considerably more indefinite answer from MOT. Rene Mercier, an aide to Transport Minister John Crosbie, said that the contract is "still under consideration by Cabinet". Mr. Mercier did not say which Cabinet. Moreover, no indication was given of the Cabinet's priorities. In the midst of free trade discussions, international fishing treaties and eyebrow raising land deals, rail passenger cars must be quite a way down on the list of subjects to be considered by Cabinet.

--There is more encouraging news about progress in the construction of the "Chunnel" under the English Channel from France to England. The January 1987 issue of the UK's "Railway Magazine" reports that Hunslet (Holdings) PLC of Leeds, England, has received a letter of intent from Translink Joint Venture, the Channel Tunnel contractor, for the supply of electric trolley/battery rack and adhesion locomotives.

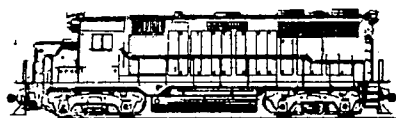
The new 350 hp design will incorporate heavy duty dc motors to enable haulage of 80-tonne trains up a 16% grade, presumably from the tunnel floor to the surface. Initially, these locomotives will haul trains of linings and other construction materials into the developing tunnels and will return with trains of excavated spoil.

Deliveries of the new locomotives are expected to begin in May 1987, concurrent with final plans for the extensive use of rack locomotives to haul all of the tunnel materials from the UK end. Hunslet already has a wide experience in designing and building rack locomotives for various applications, but particularly for colliery work. Recently the firm built two 340 hp diesel rack locomotives for the Snowdon Mountain Railway in Wales.

--Sandy Worthen

--Further to Harry Dodsworth's reports of the times on VIA trains between Ottawa and Toronto, I rode Train 45 on Feb. 17, A Tuesday evening. We left Ottawa eight minutes late, at 1723, and arrived at Toronto three minutes early, at 2111. Thus, the point-to-point running time was a remarkably low three hours, 48 minutes. This was aided by very short stops at Smiths Falls and Brockville, but there was also an extended stop at Guildwood. Three days earlier, I rode Train 40 to Ottawa. The three-car LRC train was hauled by an F40PH-20 engine, which has a top speed of only 90 mph. Because of this speed restriction, and a delay to clear the switches of ice at Smiths Falls, we arrived at Ottawa 20 minutes late. As a matter of interest, Train 44 that afternoon, which normally uses conventional equipment, had an LRC locomotive with three LRC cars.

--Pat Scrimgeour



Motive power and car equipment



DIESEL LOCOMOTIVES RETIRED IN 1985

DEC. 10, 1985

| | | | | | | |
|----------------|---------------|----------------|---------------|----------------|--------------|---------------|
| GR-12 LOCATION | 4334 | 4584 | 3619 MONCTON | 3737 | 8057 | 8194 |
| | 4337 | 4586 | 3634 | 3743 | 8060 | 8195 |
| 1230 MONTREAL | 4352 | 4587 | 3638 | 3837 MONCTON | 8061 | 8214 MONTREAL |
| 1237 | 4362 MONTREAL | 4588 | 3649 | MR-24 LOCATION | 8062 | 8229 |
| 1238 | 4364 | 4610 WINNIPEG | 3658 | | 8065 | 8232 |
| 1255 | 4366 | 4611 | 3660 | 3201 MONTREAL | 8066 | 8239 MONCTON |
| 1257 | 4367 WINNIPEG | | 3662 | 3206 | 8069 | 8240 |
| GR-17 LOCATION | 4370 | GS-08 LOCATION | 3670 | 3208 | 8071 | 8242 |
| | 4372 MONTREAL | 7155 MONTREAL | 3680 | 3214 | 8073 | 8243 |
| 4119 MONTREAL | 4376 | 7177 WINNIPEG | 3685 | 3216 | 8077 | 8244 |
| 4210 WINNIPEG | 4395 | | 3692 | 3218 | 8078 | 8245 |
| 4215 | 4405 WINNIPEG | GS-09 LOCATION | 3695 | 3232 | 8079 | |
| 4221 | 4416 MONTREAL | | 3697 MONTREAL | 3235 | 8163 | |
| 4233 | 4473 | 7608 MONTREAL | 3699 MONCTON | 3237 | 8164 | |
| 4234 MONTREAL | 4474 | 7916 | 3700 | 3239 | 8165 | |
| 4237 WINNIPEG | 4489 | MR-14 LOCATION | 3705 | MS-10 LOCATION | 8166 | GR-12 5 |
| 4245 | 4492 | | 3706 | | 8167 | GR-17 46 |
| 4271 | 4499 | 1779 MONCTON | 3709 | 8029 MONTREAL | 8170 | GS-08 2 |
| 4274 | 4504 | MR-18 LOCATION | 3714 MONTREAL | 8037 | 8171 | GS-09 2 |
| 4275 | 4512 | | 3716 | 8049 | 8179 | MR-14 1 |
| 4300 | 4514 | | 3722 | 8050 | 8182 | MR-18 32 |
| 4306 | 4516 | 3105 MONCTON | 3723 | 8053 | 8186 | MR-24 10 |
| 4311 MONTREAL | 4525 | 3112 MONTREAL | 3724 | 8055 | 8189 | MS-10 43 |
| 4320 WINNIPEG | 4579 | 3116 | 3730 | 8056 | 8191 | |
| 4328 | | 3117 | 3734 | | 8192 MONCTON | TOTAL 141 |

Summary

NOTE: GR-12'S AND GR-17'S ARE HELD FOR REBUILD PURPOSES



DIESEL UNITS RETIRED IN 1986

| OVER 1500 H.P. | | | | UNDER 1500 H.P. | | | |
|----------------|-------|------------|--------------|-----------------|--------|------------|--------------|
| UNIT NO | CLASS | ASSIGNED | DATE RETIRED | UNIT NO | CLASS | ASSIGNED | DATE RETIRED |
| 3669 | MR-18 | GORDON YD. | MAR 18/86 | 4368 | GR-17 | TASCH. YD | MAY 14/86 |
| 3691 | MR-18 | TASCH. YD | MAR 18/86 | 4578 | GR-17 | SENNETERRE | MAY 14/86 |
| 3741 | MR-18 | TASCH. YD | MAR 18/86 | 4608 | SR-17 | CALDER | MAY 14/86 |
| 4222 | GR-17 | CALDER | MAR 18/86 | 2116 | MR-18 | GORDON | JULY 7/86 |
| 4228 | GR-17 | TASCH. YD | MAR 18/86 | 3693 | MR-18 | TASCH. YD | JULY 7/86 |
| 4280 | GR-17 | SYMINGTON | MAR 18/86 | 2712 | MR-18 | TASCH. YD | JULY 7/86 |
| 4339 | GR-17 | CALDER | MAR 18/86 | 4253 | GR-17 | SYMINGTON | JULY 7/86 |
| 4369 | GR-17 | SYMINGTON | MAR 18/86 | 4302 | GR-17 | TASCH. YD | JULY 7/86 |
| 4464 | GR-17 | SENNETERRE | MAR 18/86 | 4565 | GR-17 | FT. ERIE | JULY 7/86 |
| 4518 | GR-17 | FT. ERIE | MAR 18/86 | 3630 | MR-18 | GORDON | SEP/15/86 |
| 4563 | GR-17 | FT. ERIE | MAR 18/86 | 3667 | MR-18 | GORDON | SEP/15/86 |
| 5062 | GF-30 | THORNTON | MAR 18/86 | 3740 | MR-18 | TASCH. YD | SEP/15/86 |
| 5104 | GF-30 | THORNTON | MAR 18/86 | 4391 | GF-17 | TASCH. YD. | SEP/15/86 |
| 5586 | GF-20 | CALDER | MAR 18/86 | 9315 | GR-430 | FOOT ERIE | SEP/15/86 |
| 3838 | MR-18 | GORDON | MAY 14/86 | 4240 | GR-17 | SYMINGTON | SEP/15/86 |
| 3840 | MR-18 | GORDON | MAY 14/86 | 4309 | GR-17 | SYMINGTON | SEP/15/86 |
| 4270 | GF-17 | THE PAS | MAY 14/86 | 4605 | GR-17 | CALDER | SEP/15/86 |
| 4283 | GR-17 | CALDER | MAY 14/86 | 4576 | GR-17 | SENNETERRE | SEP/15/86 |
| 4299 | GR-17 | CALDER | MAY 14/86 | | | | |
| TOTAL : 37 | | | | GR-430: 1 | | | |
| | | | | GR-17: 22 | | | |
| | | | | MR-18: 11 | | | |
| | | | | GR-20: 1 | | | |
| | | | | GF-30: 2 | | | |
| | | | | TOTAL: 12 | | | |
| | | | | GS-B: 5 | | | |
| | | | | GS-9: 2 | | | |
| | | | | GR-12: 1 | | | |
| | | | | MR-14: 3 | | | |

--CN SD50s, 5440 and up, are now testing at DDGM London (there should be eight now, and 12 in June), with exports in between. The F40PH-2s for VIA are all out of DD (up to 6419); 6420-6429 are probably due in the Fall.

--National Steel Car, Hamilton, is shopping another 120 CN rib side covered hoppers (ex-U.S.)

and is building 200 centre beam lumber cars (to be painted yellow) for CN/Canfor Lumber loading, and Alberta Wheat Board hoppers.

--The recent cold weather took its toll on Amtrak F40PH 325 on Train 88, operating Feb. 8. The unit is New Orleans based for maintenance; it did not have winterized radiator fluid (or some equivalent substance) and froze up at -20 C. An LRC of unknown identity also lost its hinged 12 foot roof access door the same night at Watford, Ont. causing the filling up of the generator with snow.

--London news from Chris Martin via Art Clowes

HAMILTON SIGHTINGS by Doug Page & Mike Lindsay

--CP Rail trains into TH&B Aberdeen Yd.: Jan. 29, Extra Acid: CP 5534-4741-5549. Feb. 2: CP-BU: CP 5528-ACR 183-CP 5530. Feb. 3: CP-BU: CP 5555-5525-8921-1818-TH&B 51. Feb. 4, CP-BU: CP 5534-5002-8921. Feb. 6, Extra Acid: CP 5909-4216-4202-8921. Feb. 7, CPX: CP 8921-4242-4225. Feb. 7, CPX: CP 5909-4216-4202-8921. Feb. 9, STARLIGHT: CP 5756-8921. Feb. 11, CPX: CP 5672-4555. Feb. 14, STARLIGHT: CP 4207-4213-8921. Feb. 17, Extra Acid: CP 4567-4511-4721-4212. Feb. 17, Extra Potash, CP 5504-8921-5524-4231. Feb. 25, Extra Acid: CP 4500-4569. Feb. 26, CP-BU: CP 5563-8921.

--CP Rail trains out of Aberdeen Yd. with TH&B power: Jan. 29, Extra East: TH&B 75-403, departed Aberdeen at 2105. Feb. 6, Extra East: TH&B 75-403-73, departed Aberdeen 1355. Feb. 17, Extra East: TH&B 75, departed Aberdeen 1210.

--CP Rail trains on the TH&B Welland Sub.: Jan 29, Extra East: CP 5549-4741-5534. Feb. 6, Extra East: CP 5909-4216-4202-8921. Feb. 17, Extra East: CP 4567-4511-4721. Feb. 17, Extra East: CP 5504-8921-5524-4231. Feb. 25, Extra East: CP 4236-4500-4569.

LOG OF AMTRAK LOCOMOTIVES INTO TORONTO by Ben Mills (Cumulative list: one entry only per unit)

| Date (1986) | Unit No. | Train No. | Date (1986) | Unit No. | Train No. | Date (1987) | Unit No. | Train No. |
|----------------|-------------|--------------|----------------|-------------|--------------|----------------|-------------|--------------|
| June 26 | 349 | 98 | Nov. 1 | 340 | 98 | Jan. 2 | 368 | 86 |
| June 27 | 295 | 86 | " 3 | 362 | 86 | " 4 | 343 | 98 |
| June 28 | 339 | 98 | " 4 | 320 | 86 | " 6 | 258 | 86 |
| June 29 | 330 | 88 | " 5 | 325 | 86 | " 10 | 386 | |
| June 30 | 318 | 86 | " 7 | 369 | 98 | " 12 | 387 | |
| Aug. 22 | 364 | 86 | " 8 | 338 | 98 | " 14 | 324 | |
| Aug. 22 | 345 | 98 | " 9 | 304 | 88 | " 15 | 300 | |
| Aug. 23 | 352 | 98 | Dec. 2 | 294 | 86 | " 17 | 314 | |
| Aug. 23 | 263 | 86 | " 3 | 334 | 98 | " 18 | 217 | |
| Aug. 28 | 347 | 98 | " 10 | 378 | 86 | " 22 | 268 | |
| Aug. 29 | 363 | 86 | " 13 | 264 | " | " 24 | 358 | |
| Aug. 30 | 297 | 86 | " 15 | 384 | 98 | " 28 | 399 | |
| Aug. 31 | 249 | 88 | " 15 | 375 | 86 | " 29 | 219 | 98 |
| Sept. 6 | 357 | 86 | " 17 | 260 | 98 | " 30 | 266 | 86 |
| " 8 | 351 | 98 | " 20 | 337 | 98 | " 31 | 218 | 98 |
| " 25 | 344 | 98 | " 22 | 210 | 86 | Feb. 6 | 244 | 98 |
| " 26 | 342 | 98 | " 27 | 341 | 98 | " 8 | 311 | 89 |
| " 27 | 283 | 86 | | | | " 9 | 353 | 86 |
| " 30 | 315 | 86 | | | | " 10 | 316 | |
| Oct. 11 | 211 | | | | | " 11 | 278 | |
| " 13 | 392 | | | | | " 13 | 382 | |
| " 14 | 280 | | | | | " 16 | 271 | |
| " 15 | 281 | | | | | " 17 | 302 | 98 |
| " 16 | 282 | | | | | " 17 | 299 | 86 |
| " 18 | 310 | 98 | | | | " 18 | 400 | 98 |
| " 21 | 309 | 86 | | | | " 23 | 306 | 86 |
| | | | | | | " 26 | 319 | 86 |
| | | | | | | " 27 | 388 | 98 |
| | | | | | | Mar. 2 | 269 | 81 |
| | | | | | | " 2 | 317 | 86 |
| | | | | | | " 3 | 255 | 98 |
| | | | | | | " 3 | 267 | 86 |
| | | | | | | " 7 | 356 | 86 |

Total: 77 units



WINDSOR AREA NOTES by Allan Rudover

--CN is running Train 570 from Van de Water Yard to the Conrail yard in River Rouge, Michigan and return with GP9s 4476 or 4599 and an SD40-2 from Trains 382-383 and caboose 78131 (approved for International service).

--A GP9 or SW1200 is being used by CN to switch Van de Water Yard due to the inability of the SW900s to switch long cuts of cars in the yard and other problems with them. Since the addition of 382-383 and 570, GTW and former DT&I power does not come into Van de Water, nor the CP yard. CP/GTW traffic is taken to and from Van de Water Yard by the CP yard engine. Seaboard power has been showing on the C&O road trains and the puller.

--Essex Terminal has repainted two more units, C420 106, and SW1500 107, in the same colours as GP9 102.

Nov. 29: C&O Puller: C&O 7421, SBD 7076, C&O 3017. Dec. 10: CR Puller: CR 6381, 6608. Dec. 12: VIA 74: VIA 6557, VIA 76, VIA 6531, VIA 6787. DT&I Puller: GTW 6221, 6422 (both red). CR Puller: CR 6241, 6225. Dec. 24: VIA 71: CN 9431, 15405 and six cars. Dec. 25: at VIA Walkerville station: VIA 6922, 6400, 6404, CN 9420, 15456 and eight cars; VIA 6403, 6791, 15441 and seven cars. VIA 73: CN 9433, VIA 6411, 15410 and five cars. At CP yard: CP 5905, 4570, 5526, 4714, 4718, 6705, 1268, 5556, 4708, 5553, 4500, 5410, 5509, 4568, 5406. At Van de Water Yd.: CN 4506, At CN Riverfront Yd.: NW 8514, 8054. CN 1363, 2307, 2021, 2115, 7939, 7940, 7941, 7901. Dec. 29: VIA 74: VIA 6788, 6767. VIA 76: VIA 6405. VIA 73: VIA 6402. VIA 72: VIA 6408, CN 9433, 15466 and eight cars. Dec. 31: VIA 72: VIA 6402, 6410, 15454 and nine cars. VIA 74: VIA 6909. Dec. 31: CP 904: CP 6019, 5744, 5410, 5507. CP Train 500: Soo 6610, CP 5548. VIA 71: VIA 6403, 15455 and

four cars. VIA 76: VIA 6404. Jan. 1: VIA 72: VIA 6408, CN 9433, 15473 and eight cars. VIA 74: VIA 6922 and five LRC cars. VIA 71: VIA 6406, 15450 and five cars. At Van de Water Yd.: CN 4380 4377. At Riverfront Yd.: NW 6193, NS 3275, CN 5290, 5293, 9523. Jan. 3: VIA 72: VIA 6409, CN 9433, 15473 and eight cars. VIA 74: VIA 6915 and five LRC cars. VIA 71: VIA 6401, 15482 and two cars. Jan. 11: VIA 76: VIA 6408 and four LRC coaches. VIA 73: VIA 6409, 6553, 15452 and nine cars. Jan. 18: VIA 73: VIA 6401, 6405, 15454 and nine cars. Jan. 25: CN 383: CN 5363, 5351 5353. VIA 73: VIA 6403, 15430 and eight cars. Jan. 31: ETR 102 at Ojibway, Allied Chemical 9 at Amherstburg. VIA 73: VIA 6403, 6411, 15422 and four cars. Feb. 1: VIA 76: VIA 6763 and five cars. (15000 series nos. are VIA steam generator units).

No. 30

FOLDER "L"

IN EFFECT
JUNE 25th, 1922

Canadian National Railways

LOCAL TIME TABLES

LINES IN ONTARIO—

East of Port Arthur and Armstrong.

LINES IN QUEBEC—

West and North of Quebec City, but not South of St. Lawrence River.

Stop-over at the New Jasper Park Lodge On Lac Beauvert Canadian Rockies Open June 15th

Under Management of
Canadian National Railways, Hotels Dept.

TIME Tables herein are subject to change without notice. They show the time trains should arrive at and depart from stations and connect with other trains, but their arrival, departure, or connection at the time stated is not guaranteed.

NOTES ON AN OLD TIMETABLE

by J.M. Harry Dodsworth

(text overleaf)

TORONTO—COBOURG

| Read Down | | Miles | TABLE 28 | | Read Up | |
|-----------|-------|-------|------------------|--------|---------|-------|
| 8 | 32 | | (Can. Nor. Div.) | | 31 | 7 |
| Daily. | Ex. | | (Eastern Time) | | Ex. | Daily |
| P.M. | Sun. | | | | A.M. | A.M. |
| +10.30 | +4.45 | 0 | Lv. Toronto Ar | +10.15 | * 6.40 | |
| | 4.50 | 9 | Don (Queen St.) | 10.00 | | |
| | 5.00 | 18 | Ar. Malvern | 9.25 | | |
| | 5.10 | 22 | Cherrywood | 9.12 | | |
| | 5.20 | 27 | Brock Road | 9.00 | | |
| | 5.30 | 29 | Greenburn | 8.55 | | |
| | 5.40 | 32 | Kinsale | 8.48 | | |
| | 5.50 | 35 | Brinlook | 8.35 | | |
| | 6.00 | 39 | Oshawa | 8.22 | | |
| | 6.10 | 44 | Solna | 8.15 | | |
| | 6.20 | 48 | Tyrone | 8.05 | | |
| | 6.30 | 53 | Orono | 7.55 | | |
| | 6.40 | 59 | Starkville | 7.48 | | |
| | 6.50 | 62 | Ossaka Town | 7.38 | | |
| | 7.00 | 68 | Canterton | 7.30 | | |
| | 7.10 | 72 | Port Hope | 7.20 | | |
| | 7.20 | 78 | Ar. Cobourg | 7.15 | * 4.33 | |
| | 7.30 | | (G.T. Sta.) | | | |
| +12.31 | +7.40 | 78.4 | Ar. Cobourg Lv | 7.15 | * 4.33 | |
| A.M. | P.M. | | (G.T. Sta.) | | | |

| TABLE No. 30 | | Miles | TABLE No. 30 | | TABLE No. 30 | |
|----------------|-------|-------|------------------|-------|----------------|-------|
| (Eastern Time) | | | (Can. Nor. Div.) | | (Eastern Time) | |
| Sun. | Ex. | | Sun. | Ex. | Sun. | Ex. |
| only. | Sun. | | only. | Sun. | only. | Sun. |
| Dim. | Dim. | | Dim. | Dim. | Dim. | Dim. |
| seab. | seab. | | seab. | seab. | seab. | seab. |
| +1.45 | +8.00 | 0.0 | Lv. Montreal Ar | +3.30 | +8.45 | +9.50 |
| 1.55 | 8.10 | 4.0 | St. Lawrence | 3.40 | 8.55 | 10.00 |
| 2.05 | 8.20 | 8.0 | St. Laurent | 3.50 | 9.05 | 10.10 |
| | 8.30 | 12.0 | St. Catherine | 4.00 | 9.15 | 10.20 |
| | 8.40 | 16.0 | St. Eustache | 4.10 | 9.25 | 10.30 |
| | 8.50 | 20.0 | St. Fiacre | 4.20 | 9.35 | 10.40 |
| | 9.00 | 24.0 | St. Bernard | 4.30 | 9.45 | 10.50 |
| | 9.10 | 28.0 | St. Placide | 4.40 | 9.55 | 11.00 |
| | 9.20 | 32.0 | St. Hermas | 4.50 | 10.05 | 11.10 |
| | 9.30 | 36.0 | St. Andrews East | 5.00 | 10.15 | 11.20 |
| | 9.40 | 40.0 | St. Andrews | 5.10 | 10.25 | 11.30 |
| | 9.50 | 44.0 | St. Catharines | 5.20 | 10.35 | 11.40 |
| | 10.00 | 48.0 | St. Catharines | 5.30 | 10.45 | 11.50 |
| | 10.10 | 52.0 | St. Catharines | 5.40 | 10.55 | 12.00 |
| | 10.20 | 56.0 | St. Catharines | 5.50 | 11.05 | 12.10 |
| | 10.30 | 60.0 | St. Catharines | 6.00 | 11.15 | 12.20 |
| | 10.40 | 64.0 | St. Catharines | 6.10 | 11.25 | 12.30 |
| | 10.50 | 68.0 | St. Catharines | 6.20 | 11.35 | 12.40 |
| | 11.00 | 72.0 | St. Catharines | 6.30 | 11.45 | 12.50 |
| | 11.10 | 76.0 | St. Catharines | 6.40 | 11.55 | 13.00 |
| | 11.20 | 80.0 | St. Catharines | 6.50 | 12.05 | 13.10 |
| | 11.30 | 84.0 | St. Catharines | 7.00 | 12.15 | 13.20 |
| | 11.40 | 88.0 | St. Catharines | 7.10 | 12.25 | 13.30 |
| | 11.50 | 92.0 | St. Catharines | 7.20 | 12.35 | 13.40 |
| | 12.00 | 96.0 | St. Catharines | 7.30 | 12.45 | 13.50 |
| | 12.10 | 100.0 | St. Catharines | 7.40 | 12.55 | 14.00 |
| | 12.20 | 104.0 | St. Catharines | 7.50 | 13.05 | 14.10 |
| | 12.30 | 108.0 | St. Catharines | 8.00 | 13.15 | 14.20 |
| | 12.40 | 112.0 | St. Catharines | 8.10 | 13.25 | 14.30 |
| | 12.50 | 116.0 | St. Catharines | 8.20 | 13.35 | 14.40 |
| | 13.00 | 120.0 | St. Catharines | 8.30 | 13.45 | 14.50 |
| | 13.10 | 124.0 | St. Catharines | 8.40 | 13.55 | 15.00 |
| | 13.20 | 128.0 | St. Catharines | 8.50 | 14.05 | 15.10 |
| | 13.30 | 132.0 | St. Catharines | 9.00 | 14.15 | 15.20 |
| | 13.40 | 136.0 | St. Catharines | 9.10 | 14.25 | 15.30 |
| | 13.50 | 140.0 | St. Catharines | 9.20 | 14.35 | 15.40 |
| | 14.00 | 144.0 | St. Catharines | 9.30 | 14.45 | 15.50 |
| | 14.10 | 148.0 | St. Catharines | 9.40 | 14.55 | 16.00 |
| | 14.20 | 152.0 | St. Catharines | 9.50 | 15.05 | 16.10 |
| | 14.30 | 156.0 | St. Catharines | 10.00 | 15.15 | 16.20 |
| | 14.40 | 160.0 | St. Catharines | 10.10 | 15.25 | 16.30 |
| | 14.50 | 164.0 | St. Catharines | 10.20 | 15.35 | 16.40 |
| | 15.00 | 168.0 | St. Catharines | 10.30 | 15.45 | 16.50 |
| | 15.10 | 172.0 | St. Catharines | 10.40 | 15.55 | 17.00 |
| | 15.20 | 176.0 | St. Catharines | 10.50 | 16.05 | 17.10 |
| | 15.30 | 180.0 | St. Catharines | 11.00 | 16.15 | 17.20 |
| | 15.40 | 184.0 | St. Catharines | 11.10 | 16.25 | 17.30 |
| | 15.50 | 188.0 | St. Catharines | 11.20 | 16.35 | 17.40 |
| | 16.00 | 192.0 | St. Catharines | 11.30 | 16.45 | 17.50 |
| | 16.10 | 196.0 | St. Catharines | 11.40 | 16.55 | 18.00 |
| | 16.20 | 200.0 | St. Catharines | 11.50 | 17.05 | 18.10 |
| | 16.30 | 204.0 | St. Catharines | 12.00 | 17.15 | 18.20 |
| | 16.40 | 208.0 | St. Catharines | 12.10 | 17.25 | 18.30 |
| | 16.50 | 212.0 | St. Catharines | 12.20 | 17.35 | 18.40 |
| | 17.00 | 216.0 | St. Catharines | 12.30 | 17.45 | 18.50 |
| | 17.10 | 220.0 | St. Catharines | 12.40 | 17.55 | 19.00 |
| | 17.20 | 224.0 | St. Catharines | 12.50 | 18.05 | 19.10 |
| | 17.30 | 228.0 | St. Catharines | 13.00 | 18.15 | 19.20 |
| | 17.40 | 232.0 | St. Catharines | 13.10 | 18.25 | 19.30 |
| | 17.50 | 236.0 | St. Catharines | 13.20 | 18.35 | 19.40 |
| | 18.00 | 240.0 | St. Catharines | 13.30 | 18.45 | 19.50 |
| | 18.10 | 244.0 | St. Catharines | 13.40 | 18.55 | 20.00 |
| | 18.20 | 248.0 | St. Catharines | 13.50 | 19.05 | 20.10 |
| | 18.30 | 252.0 | St. Catharines | 14.00 | 19.15 | 20.20 |
| | 18.40 | 256.0 | St. Catharines | 14.10 | 19.25 | 20.30 |
| | 18.50 | 260.0 | St. Catharines | 14.20 | 19.35 | 20.40 |
| | 19.00 | 264.0 | St. Catharines | 14.30 | 19.45 | 20.50 |
| | 19.10 | 268.0 | St. Catharines | 14.40 | 19.55 | 21.00 |
| | 19.20 | 272.0 | St. Catharines | 14.50 | 20.05 | 21.10 |
| | 19.30 | 276.0 | St. Catharines | 15.00 | 20.15 | 21.20 |
| | 19.40 | 280.0 | St. Catharines | 15.10 | 20.25 | 21.30 |
| | 19.50 | 284.0 | St. Catharines | 15.20 | 20.35 | 21.40 |
| | 20.00 | 288.0 | St. Catharines | 15.30 | 20.45 | 21.50 |
| | 20.10 | 292.0 | St. Catharines | 15.40 | 20.55 | 22.00 |
| | 20.20 | 296.0 | St. Catharines | 15.50 | 21.05 | 22.10 |
| | 20.30 | 300.0 | St. Catharines | 16.00 | 21.15 | 22.20 |
| | 20.40 | 304.0 | St. Catharines | 16.10 | 21.25 | 22.30 |
| | 20.50 | 308.0 | St. Catharines | 16.20 | 21.35 | 22.40 |
| | 21.00 | 312.0 | St. Catharines | 16.30 | 21.45 | 22.50 |
| | 21.10 | 316.0 | St. Catharines | 16.40 | 21.55 | 23.00 |
| | 21.20 | 320.0 | St. Catharines | 16.50 | 22.05 | 23.10 |
| | 21.30 | 324.0 | St. Catharines | 17.00 | 22.15 | 23.20 |
| | 21.40 | 328.0 | St. Catharines | 17.10 | 22.25 | 23.30 |
| | 21.50 | 332.0 | St. Catharines | 17.20 | 22.35 | 23.40 |
| | 22.00 | 336.0 | St. Catharines | 17.30 | 22.45 | 23.50 |
| | 22.10 | 340.0 | St. Catharines | 17.40 | 22.55 | 24.00 |
| | 22.20 | 344.0 | St. Catharines | 17.50 | 23.05 | 24.10 |
| | 22.30 | 348.0 | St. Catharines | 18.00 | 23.15 | 24.20 |
| | 22.40 | 352.0 | St. Catharines | 18.10 | 23.25 | 24.30 |
| | 22.50 | 356.0 | St. Catharines | 18.20 | 23.35 | 24.40 |
| | 23.00 | 360.0 | St. Catharines | 18.30 | 23.45 | 24.50 |
| | 23.10 | 364.0 | St. Catharines | 18.40 | 23.55 | 25.00 |
| | 23.20 | 368.0 | St. Catharines | 18.50 | 24.05 | 25.10 |
| | 23.30 | 372.0 | St. Catharines | 19.00 | 24.15 | 25.20 |
| | 23.40 | 376.0 | St. Catharines | 19.10 | 24.25 | 25.30 |
| | 23.50 | 380.0 | St. Catharines | 19.20 | 24.35 | 25.40 |
| | 24.00 | 384.0 | St. Catharines | 19.30 | 24.45 | 25.50 |
| | 24.10 | 388.0 | St. Catharines | 19.40 | 24.55 | 26.00 |
| | 24.20 | 392.0 | St. Catharines | 19.50 | 25.05 | 26.10 |
| | 24.30 | 396.0 | St. Catharines | 20.00 | 25.15 | 26.20 |
| | 24.40 | 400.0 | St. Catharines | 20.10 | 25.25 | 26.30 |
| | 24.50 | 404.0 | St. Catharines | 20.20 | 25.35 | 26.40 |
| | 25.00 | 408.0 | St. Catharines | 20.30 | 25.45 | 26.50 |
| | 25.10 | 412.0 | St. Catharines | 20.40 | 25.55 | 27.00 |
| | 25.20 | 416.0 | St. Catharines | 20.50 | 26.05 | 27.10 |
| | 25.30 | 420.0 | St. Catharines | 21.00 | 26.15 | 27.20 |
| | 25.40 | 424.0 | St. Catharines | 21.10 | 26.25 | 27.30 |
| | 25.50 | 428.0 | St. Catharines | 21.20 | 26.35 | 27.40 |
| | 26.00 | 432.0 | St. Catharines | 21.30 | 26.45 | 27.50 |
| | 26.10 | 436.0 | St. Catharines | 21.40 | 26.55 | 28.00 |
| | 26.20 | 440.0 | St. Catharines | 21.50 | 27.05 | 28.10 |
| | 26.30 | 444.0 | St. Catharines | 22.00 | 27.15 | 28.20 |
| | 26.40 | 448.0 | St. Catharines | 22.10 | 27.25 | 28.30 |
| | 26.50 | 452.0 | St. Catharines | 22.20 | 27.35 | 28.40 |
| | 27.00 | 456.0 | St. Catharines | 22.30 | 27.45 | 28.50 |
| | 27.10 | 460.0 | St. Catharines | 22.40 | 27.55 | 29.00 |
| | 27.20 | 464.0 | St. Catharines | 22.50 | 28.05 | 29.10 |
| | 27.30 | 468.0 | St. Catharines | 23.00 | 28.15 | 29.20 |
| | 27.40 | 472.0 | St. Catharines | 23.10 | 28.25 | 29.30 |
| | 27.50 | 476.0 | St. Catharines | 23.20 | 28.35 | 29.40 |
| | 28.00 | 480.0 | St. Catharines | 23.30 | 28.45 | 29.50 |
| | 28.10 | 484.0 | St. Catharines | 23.40 | 28.55 | 30.00 |
| | 28.20 | 488.0 | St. Catharines | 23.50 | 29.05 | 30.10 |
| | 28.30 | 492.0 | St. Catharines | 24.00 | 29.15 | 30.20 |
| | 28.40 | 496.0 | St. Catharines | 24.10 | 29.25 | 30.30 |
| | 28.50 | 500.0 | St. Catharines | 24.20 | 29.35 | 30.40 |
| | 29.00 | 504.0 | St. Catharines | 24.30 | 29.45 | 30.50 |
| | 29.10 | 508.0 | St. Catharines | 24.40 | 29.55 | 31.00 |
| | 29.20 | 512.0 | St. Catharines | 24.50 | 30.05 | 31.10 |
| | 29.30 | 516.0 | St. Catharines | 25.00 | 30.15 | 31.20 |
| | 29.40 | 520.0 | St. Catharines | 25.10 | 30.25 | 31.30 |
| | 29.50 | 524.0 | St. Catharines | 25.20 | 30.35 | 31.40 |
| | 30.00 | 528.0 | St. Catharines | 25.30 | 30.45 | 31.50 |
| | 30.10 | 532.0 | St. Catharines | 25.40 | 30.55 | 32.00 |
| | 30.20 | 536.0 | St. Catharines | 25.50 | 31.05 | 32.10 |
| | 30.30 | 540.0 | St. Catharines | 26.00 | 31.15 | 32.20 |
| | 30.40 | 544.0 | St. Catharines | 26.10 | 31.25 | 32.30 |
| | 30.50 | 548.0 | St. Catharines | 26.20 | 31.35 | 32.40 |
| | 31.00 | 552.0 | St. Catharines | 26.30 | 31.45 | 32.50 |
| | 31.10 | 556.0 | St. Catharines | 26.40 | 31.55 | 33.00 |
| | 31.20 | 560.0 | St. Catharines | 26.50 | 32.05 | 33.10 |
| | 31.30 | 564.0 | St. Catharines | 27.00 | 32.15 | 33.20 |
| | 31.40 | 568.0 | St. Catharines | 27.10 | 32.25 | 33.30 |
| | 31.50 | 572.0 | St. Catharines | 27.20 | 32.35 | 33.40 |
| | 32.00 | 576.0 | St. Catharines | 27.30 | 32.45 | 33.50 |
| | 32.10 | 580.0 | St. Catharines | 27.40 | 32.55 | 34.00 |
| | 32.20 | 584.0 | St. Catharines | 27.50 | 33.05 | 34.10 |
| | 32.30 | 588.0 | St. Catharines | 28.00 | 33.15 | 34.20 |
| | 32.40 | 592.0 | St. Catharines | 28.10 | 33.25 | 34.30 |
| | 32.50 | 596.0 | St. Catharines | 28.20 | 33.35 | 34.40 |
| | 33.00 | 600.0 | St. Catharines | 28.30 | 33.45 | 34.50 |
| | 33.10 | 604.0 | St. Catharines | 28.40 | 33.55 | 35.00 |
| | 33.20 | 608.0 | St. Catharines | 28.50 | 34.05 | 35.10 |
| | 33.30 | 612.0 | St. Catharines | 29.00 | 34.15 | 35.20 |
| | 33.40 | 616.0 | St. Catharines | 29.10 | 34.25 | 35.30 |
| | 33.50 | 620.0 | St. Catharines | 29.20 | 34.35 | 35.40 |
| | 34.00 | 624.0 | St. Catharines | 29.30 | 34.45 | 35.50 |
| | 34.10 | 628.0 | St. Catharines | 29.40 | 34.55 | 36.00 |
| | 34.20 | 632.0 | St. Catharines | 29.50 | 35.05 | 36.10 |
| | 34.30 | 636.0 | St. Catharines | 30.00 | 35.15 | 36.20 |
| | 34.40 | 640.0 | St. Catharines | 30.10 | 35.25 | 36.30 |
| | 34.50 | 644.0 | St. Catharines | 30.20 | 35.35 | 36.40 |
| | 35.00 | 648.0 | St. Catharines | 30.30 | 35.45 | 36.50 |
| | 35.10 | 652.0 | St. Catharines | 30.40 | 35.55 | 37.00 |
| | 35.20 | 656.0 | St. Catharines | 30.50 | 36.05 | 37.10 |
| | 35.30 | 660.0 | St. Catharines | 31.00 | 36.15 | 37.20 |
| | 35.40 | 664.0 | St. Catharines | 31.10 | 36.25 | 37.30 |
| | 35.50 | 668.0 | St. Catharines | 31.20 | 36.35 | 37.40 |
| | 36.00 | 672.0 | St. Catharines | 31.30 | 36.45 | 37.50 |
| | 36.10 | 676.0 | St. Catharines | 31.40 | 36.55 | 38.00 |
| | 36.20 | 680.0 | St. Catharines | 31.50 | 37.05 | 38.10 |
| | 36.30 | 684.0 | St. Catharines | 32.00 | 37.15 | 38.20 |
| | 36.40 | 688.0 | St. Catharines | 32.10 | 37.25 | 38.30 |
| | 36.50 | 692.0 | St. Catharines | 32.20 | 37.35 | 38.40 |
| | 37.00 | 696.0 | St. Catharines | 32.30 | 37.45 | 38.50 |
| | 37.10 | 700.0 | St. Catharines | 32.40 | 37.55 | 39.00 |
| | 37.20 | 704.0 | St. Catharines | 32.50 | 38.05 | 39.10 |
| | 37.30 | 708.0 | St. Catharines | 33.00 | 38.15 | 39.20 |
| | 37.40 | 712.0 | St. Catharines | 33.10 | 38.25 | 39.30 |
| | 37.50 | 71 | | | | |

I recently bought a Canadian National Railways timetable (Local Services, Ontario and Quebec, June 25, 1922); some of the highlights may interest other members. At that time, the CNR basically consisted of the lines of the former Canadian Government Rys. (the National Transcontinental and the Intercolonial), the Grand Trunk Pacific Ry., and the Canadian Northern Ry. While the Grand Trunk Ry. was also under government control and had a working relationship with the Canadian National, the formal merger did not take place until January, 1923. The Niagara, St. Catharines and Toronto Ry. was owned by Canadian National and the timecard is included with Toronto connections by the steamers DALHOUSIE CITY and NORTHUMBERLAND.

One long abandoned line listed is the Canadian Northern route between Toronto and Cobourg via Orono (Table 28). Only one daily local used this route. The alignment of this line can still be traced on the ground. The proposed Malvern extension of the Scarborough RT (lately discussed as a busway--Ed.) follows part of it. At this time there were three parallel lines between Toronto and Belleville (CN, GT and CP).

The Canadian National day train from Toronto to Ottawa (THE CAPITAL CITY--the westbound was THE QUEEN CITY) used GT tracks to Napanee before reverting to the Canadian Northern line to Smiths Falls and Ottawa. The overnight train (including stag sleepers for men only) used GT tracks from Toronto to Brighton, then the Canadian Northern route through Deseronto to cross the GT at Napanee and then to Smiths Falls and Ottawa. Presumably the CN crossing at Napanee bypassed the GT station as the timetable carries a footnote that the train stops just west of the signalman's shelter at Napanee. The only part of the Canadian Northern line still in use is between Smiths Falls and Ottawa, which has recently been upgraded by VIA.

The CNR ran two trains daily between Montreal and Ottawa by way of Grenville, Hawkesbury and the Ontario shore of the Ottawa River (Table 30). The right-of-way in the Ottawa area is now used for the Queensway (an expressway). The GT also ran between Montreal and Ottawa, by way of the line in use today through Alexandria, including a through sleeper between Quebec City and Ottawa.

Transcontinental service was provided by the CONTINENTAL LIMITED between Montreal and Vancouver. It ran to Ottawa by the GT route, to North Bay by CN, to Cochrane by the Temiskaming and Northern Ontario (now Ontario Northland) and to Winnipeg on the National Transcontinental. From Toronto a connection was made to Winnipeg by the NATIONAL. It ran on the CN (Bala Subdivision) to Washago, CN to Parry Sound, Sudbury, Fort William and Winnipeg. This train was previously routed by GT to North Bay, then by the T&NO and the NT. Its diversion to the CN Parry Sound routing was opposed and delayed by the Province of Ontario.

--On Thursday, Feb. 19, 1987, 19 miles from Hinton, Alberta, there was a sideswipe of two CN trains, the apparent cause being a pinched air hose on the 6th car of one train. The pinch resulted in a problem in stopping on the passing track, with the train in the hole sliding out onto the main line.

ONE MAN'S WINTER

as described by Erich Tschöp

(Society members in Ontario and Quebec, but particularly those in Toronto, where trams (street cars) still run, are reminded of the weekend of January 18-19, 1987, when the scene was not greatly different from the one described as follows).

"The first snow of this winter on Dec. 15 did not stay long; within four days, it had all melted. The second snowfall, during Christmas, did not interfere with tram traffic in Vienna, this time mostly because of the small amount of motor traffic during the holidays. Most people had left Vienna for skiing holidays and those who remained in the city did not use their cars under such circumstances. Since many firms closed between Christmas and Jan. 6, just as our schools did, there was no need to use one's car. So, at first we could enjoy the snow during the Christmas holidays and, until the end of the year, there were no further traffic problems because the remaining snow had been removed from the streets.

But winter returned a third time on Friday, Jan. 9; it started snowing again, after the temperature had fallen severely during the days before. On Friday evening the snowfall brought only minor irregularities for the tram traffic, but the next day heavy winds and continuing snowfall began to create problems for street traffic. Again, only the fact that, on weekends, traffic is not so heavy prevented the occurrence of a complete traffic block.

The strong winds and heavy snowfall continued all day Saturday and Sunday. Going to church on Sunday, tram service on Line D, which is generally provided by motor-trailer sets, was reduced to one motor car only, which usually means that there are problems on the hilly parts of the city's tramway system.

In these blizzard conditions, many people must have been setting their alarm clocks half an hour earlier for the next morning, since it seemed probable that there would be some problems with the trams. Although Heiligenstädterstrasse, the wide street that passes by our apartment, is designated a Federal highway, I did not notice any snow plows passing all day Sunday! By that evening, about 50 centimeters of snow were lying on our streets and even if some autos passed by our apartment, you could scarcely hear them, the noise being stopped by the thick layer of snow. With the little amount of road traffic, by Sunday evening the trams were still working without too much delay.

Usually, I get up at half past five, to be at the office at eight. The first tramcar on Line D passes the apartment at about 0530, on its way to the terminus at Nussdorf. That Monday morning, I got up at a few minutes past five, but at 6, there was still no tram to be seen! The tracks had not even been cleaned of the snow which had fallen during the night. As I found out some days later, my suspicions were correct: although the points (switches) needed for regular traffic have electric heaters, they were frozen tight quickly, preventing changing any longer. This quick freezing was due to the very low temperatures and the icy winds. A tramway official told me that the heaters melted the snow quite well, as usual, but then the strong, icy winds immediately froze the water under the points where the electric heating did not reach. Thus, the points could not be changed. The same official told me that this was the first time that this 'melting-freezing' had been encountered, and so now there will have to be some thoughts about how to change the points' heating system to avoid this problem in the future.

On that Monday morning, since no trams were coming from either the city or Nussdorf, I had to



UCRS and other events and activities

by Ed Campbell

The election held at the Feb. 20 Toronto Annual Meeting resulted in the following: (a) Elected for a three-year term: Art Clowes, George Meek and Chris Spinney; (b) Elected for a one-year term: Alf Faber. Following the election, Officers for 1987 were chosen as follows: President--John D. Thompson; Vice-President--Art Clowes; Treasurer--John A. Fleck; Membership Secretary--Allen B. Maitland; Recording and Corresponding Secretary--Ken Davis; Excursion Director--Pat Scrimgeour. The Society's thanks are extended to retiring Directors John Hesse, Sandy Worthen, and John Laraway.

--The Toronto Civic Railways book is now being mailed by Bill Hood; if you have ordered a copy you should receive it soon. Members may order copies at \$18 softcover, \$22.50 hardcover, plus \$1.50 postage and handling; include membership number. The book will also be on sale at the CRHA Hobby Show, the Sportsmen's Show, and at Toronto meetings this spring.

--Do not forget to offer your help at the UCRS booth at the Canadian National Sportsmen's Show; your assistance will be very much appreciated. Please call George Meek at 532-5617 with an offer of help.

--The Society's deep condolences are expressed to Toronto member Dave Spaulding, whose father passed away recently, and to Charlie Bridges, who lost his mother earlier this year.

Friday, March 13 to Sunday, March 22 (not March 27 as stated in the last issue): Canadian National Sportsmen's Show at the Coliseum, CNE grounds; the UCRS will have a booth there, please help to staff it if you possibly can.

Friday, March 20--The regular Toronto UCRS meeting in the 6th floor auditorium of the Education Centre at College and McCaul Streets at 7:30 p.m. sharp. Bob McMann will entertain with a show of Pittsburgh traction in the 1960s.

Saturday, March 21--Lakeshore Model Railroaders Flea Market at Lyndhurst United Church, 1465 Leda Ave., Mississauga, 10 a.m. to 2 p.m., admission \$2.

Friday, March 27--Regular Hamilton Chapter meeting at 8 p.m. in the CNR station, Hamilton. Railroad slides will be featured; don't forget to bring your newscast slides. Also, don't forget the convenient GO trains direct to Hamilton station from Toronto Union at 4:37, 5:19 and 6:03 p.m.

Saturday, April 11--Forest City Railway Society's 14th Annual Slide and Swap Day at All Saints Anglican Church, Hamilton Road (east of Adelaide), London, Ont., 1 p.m. to 5 p.m. Admission \$2; dealers welcome.

Friday, April 24--(Note fourth Friday date, necessitated by the meeting place being unavailable on Good Friday)--The regular Toronto UCRS meeting in the 6th floor auditorium of the Education Centre at College and McCaul Streets at 7:30 p.m. sharp. The entertainment will be provided by Jon Rothenmeyer and friends and will include stations and general railroading of Southern Ontario and New York State. Do not forget your newscast slides, and, again, do not show up on the third Friday this month.

Friday, April 24--The regular UCRS Hamilton Chapter meeting will be held at 8 p.m. in the CNR station, Hamilton. Featured will be members' 35mm slides, including newscast slides.

Thanks to Toronto member Art Clowes, who presented an interesting slide program at the February 20 Toronto meeting after the proceedings of the Annual Meeting. Following views of Eastern Canada, including a selection of shots of towers (interlocking and crossing watchman's; there are only two of the latter left in Southern Ontario, one in Kitchener and one in Windsor), members were treated to views of suburban Chicagoland railroading in 1986.

walk. This was not very pleasant because the temperature was about minus 12 degrees, which may not seem so low to you in Canada, but is really very unusual in Austria. According to a television announcement, these heavy, icy winds made our faces feel as if the temperature were some 20 degrees colder!

On my way, finally, I caught an emergency service autobus to the Underground (U-bahn) station, which was free from snow. But since the U-bahn did not go exactly in the direction I wished to go, I kept on walking. Tram line 37 was also experiencing problems; it is a line that I sometimes use to reach my office. While I arrived nearly frozen at the office a few minutes before 8, most of my colleagues arrived considerably later. Some of them had waited for 45 minutes for a tram. I thought that they could have walked, even in the cold and wind, rather than waiting out in the open for 45 minutes!

Of course the trams were not only retarded by the snow, but also by the private automobiles. Some autos were parked beside the street, stuck in the banks of snow piled high by the plows. Some cars, even when freed from the snow, could not be started. Some which did start couldn't make their way through the snow; they had no chains on their tires and so slipped without making any progress.

At noon, I went out to make some small purchases, and there was still no sign of tramcars on Line D. One hopeful sign was that the snow had stopped and some blue sky was visible once more.

Leaving the office in the late afternoon, I thought that the trams would still have problems. I decided to use the train for the three km trip to Heiligenstadt station. Reaching the Franz-Josefs-Bahnhof, I was lucky enough to catch a train immediately. Although the trains was delayed some two hours already, I did not mind, for I was riding for only one stop. However, there was a crowd at the tram stop in front of the station at Heiligenstadt and it seemed that there was still no service on Line D.

It had been a different day for me. In about 12 hours, I did not use a single tram! After the snow stopped, the temperature fell even further during the night and, on Tuesday morning, it was -21 when we left home. This was the lowest temperature that I can remember for the last 10 winters.

Fortunately, on Tuesday morning all of the trams were running again. All of the electric heating systems at the switches were shut off and they were cleaned by hand, just as they were 20 years ago! With hand cleaning of the switches and with all-night working of the tram snow plows, the trams could start as scheduled on Tuesday morning.

But, during the day, other problems arose with autos stopped on the tram tracks. According to later press reports, some crazy drivers stopped their cars on the tracks to install their chains, for this was the only part of the street where the snow did not hinder them! In other cases, some motorists stopped on the tracks in front of shops where they wanted to buy something, not thinking for one second about the people in the trams who were delayed by this stupid action.

In one case, a tram in which I was riding waited more than 10 minutes behind an auto; I decided to get off and walk. Although it took me 15 minutes to reach my mother-in-law's house, I never saw this tram again, which meant that it must have still been stopped in front of the shop where I got off!

During the rest of the week, the weather improved a bit, snowfalls stopped, and it became a little warmer, with average temperatures during the day of between -10 and -5. Nevertheless, the quantities of snow lying in the streets were still a problem. On the one hand, there were too few volunteers for snow shovelling to clean the streets and, on the other hand, the parts of our streets that were cleaned were used by motorists for parking, especially the broader streets such as Heiligenstädterstrasse. Usually on this street there are two lanes of traffic on both sides of the double tram tracks. But, after the storm, the first lane was covered by snow pushed away by the plows and the second lane was occupied by parked cars, so that only the tram tracks remained for all of the traffic.

In spite of a law forbidding parking on streets with tram tracks when snow has fallen, I so far have not seen even one policeman fining any of those offenders.

According to the meteorologists, during this night and tomorrow (Jan. 18-19), there will be more snowfall. I only hope that I will not have to walk to the office again tomorrow morning!"

Correspondence

Dear Stuart:

I found the January issue of the NEWSLETTER of much interest, since it keeps me posted on developments in Canadian railroading, historical items, etc. I was especially interested in Bruce Cole's account of his trip on VIA to western Canada, since I've been over those routes a couple of times. His trip from Winnipeg to Churchill brought back some pleasant memories of my trip there some years ago, in August. At that time the run included a side trip to Cranberry Portage and Flin Flon out of The Pas. Weather was ideal at a 70 degrees F temperature at Churchill in contrast to the sub-zero weather Mr. Cole experienced during his visit there. Some of my other winter trips included three trips to Moosonee, and Mixed Train 277 from Thunder Bay (Neebing Yard) to Sioux Lookout, and Mixed Train 272 from Nakina to Hearst. Both of these trains were taken off about a year ago, leaving freight service only, on irregular schedules.

--William J. Miller

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