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20 YEARS OF GO - (RAIL) TRANSIT
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 **1967-1987**

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



One of the delights for railfans is the use of cab units as APCUs. Here, ex-ONR FP7A 1505, now GO 901, originally outshopped by GMD in 1951, eases to a halt with a bilevel train, eastbound at Long Branch Station.

--Ted Wickson

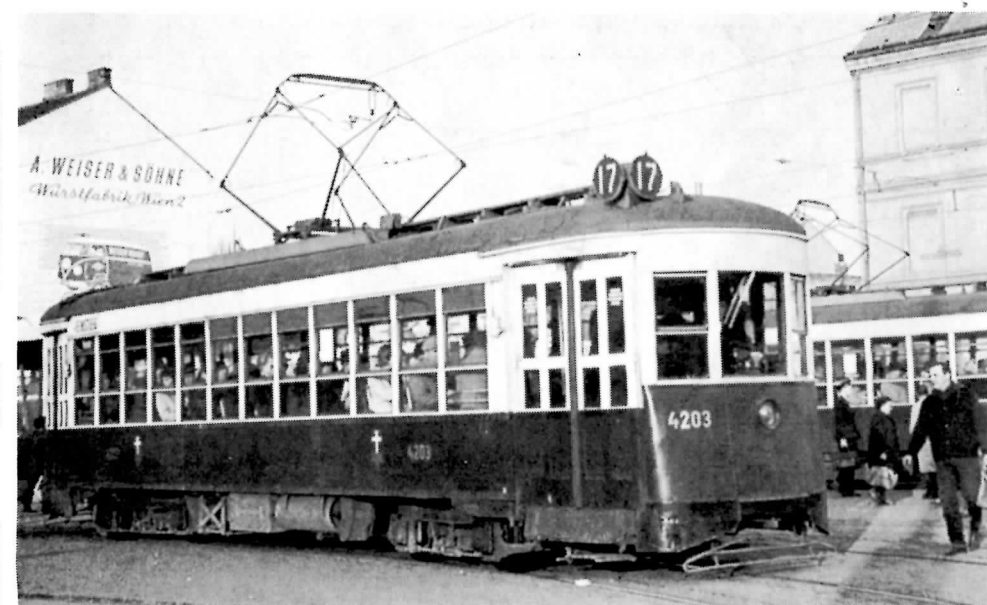


Passengers board a GO train at Old Cummer Station in Willowdale, on a sunny October 1982 morning. The train is headed for Union Station from Richmond Hill, along CN's Bala Subdivision.

--Ted Wickson

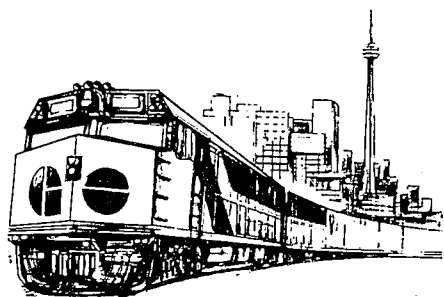


The interior of a GO single level car. Seated at right is veteran Toronto railfan Jim Brown, who is also a Manager with GO.



The pantograph can't disguise the distinctive North American characteristics of Vienna type 'Z' car 4203, originally built by and for New York City's Third Avenue Railway System in 1939, and shipped to the Austrian city after World War II, when TARS abandoned rail operation.

20 YEARS



OF GO

For many years Toronto rail enthusiasts looked somewhat enviously at Montreal, where true commuter rail services, on both CN and CP, had operated for many years, adding richness to the rail scene in and around the latter metropolis. True, CN operated two Hamilton-Toronto local trains during commuting hours which had substantial patronage by the 9 to 5 crowd, but these trains were not formally considered a commuter service. They used downgraded mainline equipment, rather than rolling stock which was in any way tailored to commuter use. All of this changed dramatically in the mid-1960s, however, as Toronto received a specialized rail commuter service which has in ensuing years become one of the continent's most heavily patronized.

GO Transit was the direct outgrowth of two factors that occurred in the late 1950s and early 1960s. The first of these was the CNR's construction of the so-called "Access Line", the Halton and York Subdivisions, together with MacMillan Yard, which took most through freight movements off the main line through the city (Kingston and Oakville Subs.) and removed most of the marshalling operations away from the Downtown and Mimico Yards. This action freed up what has come to be known as the Lakeshore Line for much more intensive passenger use. The second factor, an outgrowth of the first, was the commissioning by the Province of Ontario of the Metropolitan Toronto and Region Transportation Study, which had as a principal aim an examination of the possibility of operating commuter services on the rail lines radiating from Toronto, with the immediate objective of diverting road users to such services. By this strategy the Provincial Government hoped to be able to delay, and possibly avoid, certain highway construction which otherwise would be necessary to accommodate the growing tide of auto commuters in the Toronto Centred Region (a now largely forgotten fact is that GO Transit, in its initial years, was operated directly by the Provincial Department of Highways). Although other lines were identified from the outset as possibilities for the operation of limited commuter services, the Burlington-Pickering section of the CNR main line offered the best location for testing a more intensive service level, because of both track capacity and ridership potential.

An intensive marketing study, undertaken in 1964, determined that some 15,000 trips per day (soon exceeded in actual practice) could be attracted to a Lakeshore rail service if the elements of comfort, reliability and economy attended that service. Armed with that assurance, Ontario Premier (the late) John Parmenter Robarts announced in May, 1965 that an experimental commuter service along the Lakeshore would be equipped and operated by the Province of Ontario. Although bearing the "experimental" tag, the degree of investment in motive power and rolling stock, as well as changes to permanent way, made it pretty apparent from the start that any aspect of the operation as a "trial" related more to assessment of future expansion, rather than confirmation of the initial service. Thus the first governmentally sponsored commuter rail service in Canada was born, under the name (seldom heard) of Government of Ontario Transit, or far more popularly, GO Transit, or even simply "GO".

Operations began on May 23, 1967, with 21 weekday trains scheduled, and additional trains phased in over the summer to September 5, 1967, when 50 weekday trains were in operation from Pickering to Oakville, with four trains (two in each weekday peak) extended to the CNR James Street Station in Hamilton. Trains used Tracks 2 and 3 in Toronto Union Station, and the former main line trains arrival (lower) concourse in the station was adapted for GO Transit arrivals and departures. Burlington did not become a terminal for any trains as had been originally planned. The basic service pattern was hourly at non-peak periods (including weekend days and holidays) and 20 minute headways in the peak. The fare collection system as chosen was a rapid transit type station prepayment system which involved no handling of tickets aboard trains, although the payment by distance fare scheme required two-part tickets (one for deposit at entry and the other for deposit upon detraining). The asphalt platformed, bus type shelter equipped, stations were thus "paid" areas, bounded by chain link fencing (all of this is now scheduled for replacement by the Proof of Payment system). Ample parking lots, many enlarged several times since, were established at most stations to attract park and ride patronage.

The original equipment consisted of eight GMD GP40TC locomotives, equipped with 470 KW alternators for supplying head end power to the cars, 40 single level aluminum bodied coaches, of which eight had operating cabs at one end for push-pull operation, and nine self-propelled cars (Rolls Royce 350 HP diesel engines), seven of these cars having cabs at one end and the other



NEWSLETTER

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above address.

--Our little April Fool joke (read bomb for joke?) on page two of the last issue woke up a few members. TTC 2150 (ex-Toronto Civic Railways 111) was of course never counted among the assets of the privately owned Toronto Railway Co. The latter employed its own craftsmen who put together many hundreds of the Company's distinctive boxy cars--an outside builder (Crossen Car Co.) was resorted to for only a handful of single truck motors in the 1890s, and all others came from the old three-storey red brick building at the north-west corner of Front and Frederick Sts., demolished only a few years ago.

ATTENTION CN--One of our contemporaries recently carried a trip report in the course of which the participants rode Train No. 9 (THE CANADIAN) for its grand half circle tour around Metro Toronto before really taking off for the north (and west). As they crossed the Newmarket Sub., prior to the backup movement to get the train onto that line, the author remarked to his companion "how ratty the Subdivision looks for a main line".

--Calgary correspondent M.F. Jones reports that the new Central Western Ry. has already become notorious for not "appreciating" railfans on the property. This is an attitude which seems to have characterized a number of new short line managements, but is probably augmented in the Central Western case by the hassling of the operation by the labour unions (CW personnel presumably have not learned to differentiate between an innocent railfan and an observing union official--both could be carrying cameras to record what they see). The history of anti-railfan management attitudes seems to indicate that they are cyclic--the CW will probably mellow over time.

NWLRT construction in Calgary has been aided by a long period of unusually good weather (an 80-day stretch up to March 20 with no snow and double digit (Celsius) temperatures). As of that date all track was in place and some of the overhead had been installed. Shakedown tests will probably occur about September, with opening scheduled for Dec. 13, 1987, well in time for the Winter Olympics in spite of the original fears that citizen opposition would prevent this. A detailed report on the line's progress will appear soon. --M.F. Jones

--Toronto member Mike Roschlau was in Vancouver in February, where he spotted a VIA F40PH. He also reports that BC Transit is considering rebuilding its troublesome, 10 year old Flyer E800 trolley coaches as diesel buses.

--In Toronto, CN's Spadina Coach Yard Commissary Building was, at time of writing, still standing, having outlasted by several months the roundhouse and shop on the east side of Spadina. about half of the tracks (those on the south side) of the coach yard remain, filled with freight cars; the north side contains a huge mound of dirt, representing excavated material from the domed stadium.

STREETCAR NECKTIE AVAILABLE--The giftshop of the Halton County Radial Railway has a unique new item for sale--an attractive necktie featuring TTC (ex-Toronto Railway Co.) wooden car 1326. The design is well executed, in full colour, on a Navy blue background with diagonal white stripes. The tie is 100% Polyester. It may be purchased at the museum for \$17.50, or by mail; send cheque or money order, with \$1.00 added for postage and handling, to: Mrs. Joan Johns, Gift Shop Manager, Ontario Electric Railway Historical Association, R.R. 2, Rockwood, Ontario NOB 2K0. Make cheques/money orders payable to the OERHA.

Readers' Exchange

• Vaughan Johnstone, 525 Conway Court, Milton, Ont. L9T 4B8, wants to sell a McClary "Van" wood stove from a CN caboose; price to be discussed. Phone (416) 878-8331.

• Peter Wegner, 374 Highway St., Petawawa, Ont. K8H 1Y3 (phone (613) 687-2347) wants to obtain a copy of CANADIAN STEAM (Kalmbach Publishing Co., edited by David P. Morgan).

COVER: On May 10, 1974, Ted Wickson photographed GO Transit GP40TC 9803 (the TC stands for 'Toronto Commuter') with a westbound train along the shore of Lake Ontario east of Rouge Hill Station. The unit was built by GMD in 1966, to help launch GO service the following year.

two having cabs at both ends. All of the car equipment was built by Hawker Siddeley at Thunder Bay. Light maintenance was performed at a small shop set up in the north side of CNR Mimico Yard (named Willowbrook Shop in deference to a local street), while heavier maintenance and car washing was performed at CN Spadina. Operating crews were CNR personnel, although on-board personnel had distinctive GO Transit service uniform caps.

Space does not permit a detailed review of the many stages of GO Transit evolution over the ensuing 20 years. Limited service (peak hours only) with certain line upgrading as required has since been provided on the Georgetown (CN), Richmond Hill (CN) and Streetsville-Milton (CP) lines, and the former VIA services to Stouffville and Bradford (cut back from Barrie), victims of the 1981-82 Pepin service cuts, were assumed by GO Transit and operated with its equipment. In the meantime, GO Transit inaugurated in 1970 what has become an extensive commuter bus system, operated initially by Gray Coach Lines (TTC) personnel, but latterly increasingly concentrated in GO Transit's own hands. A new concourse in the east end of Union Station replaced the original facility, which was then restored to its historic role of the arrivals area from main line trains. The largest innovation in GO Transit's second decade of existence has been the bilevel coach, another Hawker Siddeley product, which has become the system's standard car and, with delivery of a current (third) order, will take over the system entirely.

Much heralded in 1982 was GO-ALRT, a concept for entirely new electric railways which would take over and extend the Lakeshore service to Hamilton and Oakville. The system was eventually shot down as a concept because of the high cost and because new, more realistic arrangements for trackage rights on CN and CP lines were promised for imposition by Federal legislation. The termination of GO-ALRT did not occur, however, before construction had started on a new separate GO Transit line between Pickering and Whitby. Use of this line to extend full service with conventional GO trains to Whitby is expected to commence in late 1988, with later extension to Oshawa (route not selected), hoped for.

In the west, full service extension from Oakville to Burlington is planned for implementation following the Whitby opening. There has also been considerable discussion of a Burlington to Hamilton extension of full Lakeshore service. In spite of the physical problems and cost involved, the Hamilton extension has to be regarded as something which is both eminently logical and inevitable, given the size of the City of Hamilton and its proximity to Burlington. The radials could never make the Toronto-Hamilton connection during the interurban era (the Port Credit-Oakville gap was never closed); GO Transit will probably finally accomplish Toronto-Hamilton "interurban" rail service.

Another service intensification, of which there seems to be a good possibility, is to the north of Toronto, in the Richmond Hill Line service. Use of the CP line between Leaside and Union Station, and multiple tracking of the CN Bala Sub. north of Oriole would probably be necessary for the service upgrading, which has been said to involve possibly a 10-minute peak headway ultimately.

A little more speculation for the future--will the GO Transit mandate expand? Originally conceived and inaugurated as a safety valve for the growing pressure of Toronto centred commuter traffic, GO Transit will become a true intercity operator if and when hourly service, seven days a week, Hamilton-Toronto-Oshawa becomes a reality. With VIA Rail apparently bent on scaling down its Southwestern Ontario operations, it does not seem to be beyond the realm of possibility that the Ontario Government may see fit ultimately to act to preserve an acceptable level of rail passenger service in the Toronto-London-Sarnia/Windsor and Toronto-Niagara Falls corridors. If such did occur, it would be logical to entrust GO Transit with operating responsibility. Another major area for speculation lies in the opposite direction: to what degree will GO Transit/TTC (and other local bus operators) fare and service integration occur? Will a MUCTC or a SEPTA emerge, or will political considerations preserve the concept of regional local transit systems (with only GO Transit crossing regional boundaries) indefinitely? Some changes, at least, in this area are expected to emerge from current studies.

Finally, GO Transit's new standard commuter locomotive, the F59PH (see NEWSLETTER 441, page 10) is expected to stabilize diesel operation of GO Transit for an appreciable period of years. However, as the NEWSLETTER observes the 40th anniversary of the May 23, 1967 date, in the May 2007 issue, will the catenary be up (or going up) on the Lakeshore and Richmond Hill (and perhaps other) GO Transit lines?



Port Stanley Terminal Rail Progress

During 1986 improvements were made to the 350-foot runaround track at St. Thomas. Road crossings at Elgin Rd. (No. 45) and Yarmouth Township Southdale Rd. were completely renovated. The PSTR's track standard (one good tie in every four and one good tie under every rail joint) has been reached on much of the line or is in the course of being achieved; the one mile stretch between County Roads 45 and 51 has yet to receive upgrading, which will require a substantial effort during 1987. It is hoped to update the road crossing signs during the year with the new red and white reflectorized design.

Locomotive L2 (CLC, 1950: 50 ton Whitcomb design, ex-Consolidated Sand and Gravel 2001 (originally 103) is having its rebuilding continued. Its No. 1 engine (Cummins 220 HP), which was seized up from water entering through an unprotected exhaust stack, has been rebuilt. Other work (not an exhaustive list) includes the rebuilding of the No 2 truck, a traction motor removed and repaired, brake rigging removed and repaired, new pilot on No. 2 end, new foot-boards on both ends, train line brake valve, piping, etc. installed, bell and horns installed, and brake relocated outside, etc.

A new observation car, owned by E.C. Smith, is undergoing conversion from an ex-CPR 1921-built grain car, later used in work train service. The former side doors have been filled in, while doors have been cut in the corrugated steel ends. The siding has been removed from the upper half, more or less, of the carbody sides. The floor has been replaced and raised along the centre to accommodate bench type seating. A wheelchair access door is to be installed in one side of the car; access ramps for car entry will be constructed at a later date. Some sandblasting of the body has been performed in order that final appearance, upon painting, would be improved.

Those wishing to contribute to PSTR may do so by purchasing tie certificates (minimum donation \$5). This will entitle the donor to have his personal number affixed to a recently installed tie in the PSTR line, and to receive a certificate showing his tie number (s). Donors and their friends can have fun locating "their" ties. PSTR's address is P.O. Box 549, Port Stanley, Ont. NOL 2A0.

--Information from PSTR "Railtalk"

TO THE LAKES BY MILK TRAIN

by Rick Mannen

In our present times of VIA Rail, thumbing through the system timetable is hardly a recreational pursuit, what with route cuts, service reductions and bare bones operations. But there was a time when a railway timetable was meaty reading. In an era when local passenger services ruled the day, there were travel possibilities that would send chills up a modern day railfan's spine.

Witness one part of the "good old" Grand Trunk's branchline service from their August 24, 1908 system timetable. Imagine a nine hour trip from the harbourside station at Port Dover to the very shores of Georgian Bay at Owen Sound or Wiarton. Or, one could have reached the beachfront platform of Kincardine's depot, all this after slicing through the heart of Southwestern Ontario. Add to the experience a late breakfast at the station lunch counter in Stratford and a refreshment stop at bustling, little Palmerston, railway hub of the region. Obviously, some changes of train were needed depending on your destination; but it was remarkable bit of scheduling owing much to the historical makeup of the route.

This route encompasses no less than five once separate rail entities: The Port Dover and Lake Huron Ry. from Port Dover to Tavistock Junction; The Buffalo and Lake Huron Ry. from Tavistock to Stratford; The Stratford and Huron Ry. from Stratford to Listowel; The Wellington, Grey and Bruce Ry. from Kincardine to Palmerston; The Georgian Bay and Lake Erie Ry. from Palmerston to Wiarton. By 1882, all of these components had come into the GTR stable.

The GTR was absorbed into Canadian National in 1923 and for the first few years, at least, these branches and their trains persisted, with a gradual reduction taking place. Remarkably, much of

GRAND TRUNK RAILWAY SYSTEM

WIARTON, OWEN SOUND AND PORT DOVER, VIA STRATFORD

STATIONS		58	60	62	64	STATIONS		49	51
Eastern Time		Pass.	Mxd.	P.M.	P.M.	Eastern Time		Pass.	Pass.
Mile	Leave	A.M.	A.M.	P.M.	P.M.	Mile	Leave	A.M.	P.M.
0	Warton	5 30	10 00	1 00	8 15	0	Port Dover	6 40	10 00
4.73	Clavering	5 34	10 05	1 10	7 50	4.90	Lynn Valley	6 45	10 05
7.54	Barrow	5 38	10 10	1 15	7 30	7.50	Simcoe	7 00	8 00
10.35	Port Head Jc	5 55	10 45	1 25	9 45	13.50	Eliaton	7 16	8 30
	Arrive	A.M.	P.M.	P.M.	P.M.	16.30	Brandy Creek	7 21	8 55
						18.12	La Salette	7 24	9 00
						19.82	Hawtry	7 26	9 05
						20.48	Terharr	7 55	9 10
						23.45	Norwich Jct	7 49	9 15
						27.40	Norwich	7 44	9 20
						31.00	Burgessville	7 56	9 27
						35.50	Currie	8 06	9 37
						40.20	Woodstock	8 20	9 50
						41.33	C.P.R. Junc.	8 35	9 55
						44.07	Hickson	8 40	9 55
						49.57	Tavistock G.&L.E.	9 07	0 00
						55.60	Tavistock Jct.	9 10	0 07
						62.89	Stratford	9 25	6 20
							Arrive	A.M.	P.M.
Mile	Leave	A.M.	P.M.	P.M.	P.M.	Mile	Leave	A.M.	P.M.
0	Owen Sound	5 30	1 00			5	Stratford	6 10	7 45
1.07	Brookholm	5 32	1 02			6.29	Stratford	6 10	7 45
4.07	Ben Allen		1 07			6.57	Gad's Hill	7 10	8 15
5.60	Murphy's	5 41	1 10			7.48	Brunner	7 10	8 15
9.90	Shallons	6 02	1 32			7.50	Terharr	7 10	8 15
12.40	Pk. Head Jc	6 02	1 32			7.54	Newton	7 55	11 06
	iv	6 02	1 32			8.29	Peffers	8 00	11 12
16.96	Allenford	6 10	1 40			8.51	Britton	8 06	11 20
22.01	Tara & Invermay	6 22	1 52			9.12	Listowel	8 11	11 31
27.61	Dobbinston	6 32	2 02			9.43	Gowanstown	8 26	11 31
34.78	Chealey	6 44	2 14			100.05	Palmer's	8 40	11 30
42.27	Elmwood	7 09	2 39				Hamilton	7 55	9 35
51.87	Neustadt	7 24	2 56				Toronto	7 50	9 30
55.88	Ayton	7 38	3 04				Palmer's	9 10	12 50
58.08	Alsfeld	7 38	3 10				Hamilton	9 12	1 08
60.64	Drew	7 43	3 16				Toronto	9 12	1 08
65.61	Harrison	7 53	3 30				Drew	9 12	1 11
71.26	Palmer's	8 10	3 45				Alsfeld	9 83	1 18
	Toronto	8 15	7 50				Ayton	9 42	1 51
	Hamilton	8 10	7 35				Neustadt	9 57	2 45
71.26	Palmer's	8 40	12 30	4 06			Hanover	10 10	15 18
76.97	Gowanstown	8 50	12 40	4 15			Chealey	10 22	8 14
80.09	Listowel	8 58	12 50	4 23			Dobbinston	10 22	8 07
84.90	Peffers	9 07	12 59	4 32			Allenford	10 49	8 4

PALMERSTON AND KINCARDINE

STATIONS		24.23	26.27	28.35	STATIONS		20.21	22.25	24.29
Miles		Pass. ex. Sun.	Pass. ex. Sun.	Pass. ex. Sun.	Miles		Pass. ex. Sun.	Pass. ex. Sun.	Pass. ex. Sun.
	<i>Eastern Time</i>	A.M.	A.M.	P.M.		<i>Eastern Time</i>	A.M.	A.M.	P.M.
	Leave					Leave			
.....	Toronto	.....	8 30	4 15	0	Kincardine	.....	10 00	.....
.....	Hamilton	.....	7 55	3 33	8.34	Ripley	.....	5 55	10 13
0	Palmerston Ave	.....	7 13	2 50	16.49	Locknow	.....	6 10	10 30
5.71	Gowanstown	.....	6 50	2 27	22.74	Whitechurch	.....	6 38	11 00
8.38	Listowel { Arr	.....	10 10	1 00	8.15	Winham	.....	6 43	11 00
	{ Lve	.....	10 25	1 11	8.41	Winham Jct. Arr	.....	6 46	11 03
14.80	Atwood	.....	10 55	1 28	8.44	London (P. 48) Arr	.....	.....	.....
18.85	Renfry	.....	10 55	1 28	8.44	Bluevale	.....	7 52	11 24
21.87	Ethel	.....	10 42	1 34	8.41	Brussels	.....	7 05	11 24
27.43	Brussels	.....	10 55	1 44	8.51	Ethel	.....	7 25	11 37
34.23	Bluevale	.....	11 10	1 55	9.03	Renfry	.....	7 40	11 50
100.17	London (nace 48) Arr	.....	7 39	2 40	50.77	Atwood	.....	7 30	11 53
37.18	Winham Jct. Lve	.....	11 10	2 08	51.73	Listowel { Arr	.....	7 42	12 06
39.44	Winham	.....	11 59	2 08	51.73	Gowanstown	.....	7 42	12 06
43.80	{ Lve	.....	11 59	2 08	51.73	Palmerston	.....	8 05	12 30
48.80	Whitechurch	.....	12 11	2 20	52.77	Hamilton	.....	12 40	1 26
50.08	Locknow	.....	12 25	2 35	53.83	Toronto	.....	1 45	2 00
53.20	Ripley	.....	12 38	2 53	54.33	Arrive	.....	P.M.	P.M.
56.54	Kincardine	.....	1 00	3 10	55.33		.....	P.M.	P.M.
	Arrive	.....	P.M.	P.M.			.....	P.M.	P.M.

**CANADIAN
NATIONAL
RAILWAYS**

the network north of Stratford sported RDC service until the Fall of 1970. Much less of the actual trackage survives and sections now departed are those from Simcoe to Tavistock Jct. (except for the spur into Norwich from the Burford Sub.); Wingham to Kincardine; and Park Head Jct. to Wiarton. Sadly, most of the rest is either out of service or seeing little use and will no doubt soon disappear.

These lines were chartered and built primarily as local ventures, sometimes with Grand Trunk (or Great Western) backing, and were not free of the intrigues often associated with the pioneer roads. For instance, the WG&B branch to Kincardine took a nifty dodge from the straight and true to include a greater variety of subscribing communities. Meanwhile, north of Listowel, this road and the once competing Stratford and Huron ran parallel for some miles literally within spitting distance, as did the PD&LH and B&LH between Tavistock Jct. and Stratford. In-depth histories of these lines may be found in Peter Bowers' book "TWO DIVISIONS TO BLUEWATER" (Boston Mills Press) and G.R. Stevens' "HISTORY OF THE CANADIAN NATIONAL RAILWAYS" (MacMillan).

YES, BUT DID VANDERBILT EVER RIDE IT?

by Rick Mannen

Often, in our studies of Ontario's rail heritage, we pay much less attention than we should to the activities of the great American trunk lines that crossed our province. They contributed a great diversity of motive power and operating techniques not otherwise seen here--the use of track pans for "on the fly" tender filling on the Michigan Central's Welland to Windsor main jumps quickly to mind.

Another less mentioned aspect was the rural, branch line passenger service of these otherwise big city railroads. A case in point was the Michigan Central's St. Clair Branch from St. Thomas to Courtwright, Ont. This was originally part and parcel of the old Canada Southern Ry. built in the 1872-3 period. The line was to tap the unique Petrolia area, with its pioneer oil fields which, since 1866, had been captive Great Western Ry. territory. The CSR also had greater ambitions for the route, with plans to bridge or tunnel the St. Clair River near Courtwright, thus extending its domain into Central Michigan, though this was not to be.

The MCRR public timetable of June 28, 1925 (Tables 32 and 34) offers two mixed trains each way daily except Sunday. Note the interesting arrangements at Petrolia and Oil Springs. These two centres were on short stub lines north and south respectively of the branch, requiring shuttle type movements to service these communities. Service has dwindled by the time of the New York Central's July 19, 1942 system folder (table 44) to a twice weekly affair; but the two spurs are still served. These trains were hardly thundering speedsters, however, given that seven hours and 45 minutes are allowed to travel just 66.4 miles! Incredibly, this service lasted until 1949.

This little branch intersected an unusually busy railroading area, crossing (east to west): the CNR-Wabash line near St. Thomas; both the CNR and CPR London to Windsor mains near Appin; the CNR's Kingscourt Branch (now abandoned) at Alvinston; and met the CNR at Petrolia and the Pere Marquette (C&O) at Courtwright. The St. Clair Branch went out of service altogether in 1960 and today is, for the most part, hard to locate on the level landscape of the region--some sites are still clearly visible, such as the crossing site of Hwy. 2 at Melbourne; the former Oil City station is also preserved at the nearby Petroleum Museum, well worth a visit as a fortunate survivor of a little known Ontario branch line.

101 Mixed	103 Mixed	Miles	STATIONS Eastern Standard Time	100 Mixed	102 Mixed
PM	AM			AM	PM
2.40	7.00	0.0	St. Thomas.....	10.55	6.00
2.50	7.15	4.3	St. Clair Junction.....	10.45	5.45
3.05	7.30	8.6	Air Line Crossing.....	10.42	5.36
3.12	7.39	9.4	Southwold.....	10.33	5.26
3.25	7.42	13.5	Muncey.....	10.24	5.15
3.25	7.37	19.3	Melbourne.....	10.12	5.00
3.32	7.30	22.3	Can. Nat'l Cross.....	10.05	4.50
3.40	7.16	25.8	Appin Road.....	9.59	4.39
3.45	7.27	29.9	Walkers.....	9.52	4.29
4.00	8.42	35.3	Alvinston.....	9.42	4.15
4.11	9.00	41.0	Inwood.....	9.32	4.05
4.15	9.07	42.3	Weidman.....	9.26	3.93
4.19	9.14	43.8	Glen Rae.....	9.20	3.83
4.23	9.23	45.0	Holmesdale.....	9.23	3.03
4.30	9.45	48.2	Oil City.....	9.17	2.50
5.36	10.00	48.2	Oil City.....	8.17	1.55
5.40	12.50	50.2	Petrolia Junction.....	8.13	2.50
5.53	1.09	56.6	Brigden.....	7.59	12.26
6.01	1.29	59.8	Kimballs.....	7.51	12.17
6.13	1.40	65.8	Courtwright Junction.....	7.38	12.03
6.15	1.50	66.4	Courtwright.....	7.35	12.00
PM	PM			AM	PM

147 Mixed	145 Mixed	143 Mixed	141 Mixed	Miles	STATIONS Eastern Standard Time	140 Mixed	142 Mixed	144 Mixed	146 Mixed
PM	PM	AM	AM			AM	AM	PM	PM
5.21	2.25	8.30	0.0	Eddys.....	8.20	1.45	5.20		
5.28	2.35	8.36	2.6	Oil Springs.....	8.23	1.27	5.13		
5.35	2.42	8.42	5.2	Oil City.....	8.17	1.15	5.05		
5.41	2.48	8.42	5.2	Oil City.....	8.17	1.15	5.05		
5.46	2.53	8.46	7.2	Petrolia Jct.....	8.13	12.40	5.01		
5.49	10.11	8.50	8.5	Corey.....	8.08	12.33	4.57		
5.53	10.15	8.54	12.1	Petrolia.....	8.00	12.25	4.50		
PM	PM	AM	AM			AM	AM	PM	PM

107 Mixed	105 Mixed	103 Mixed	101 Mixed	Miles	STATIONS	102 Mixed	104 Mixed	106 Mixed	108 Mixed
Tues.	Mon.	Tues.	Mon.			Tues.	Mon.	Tues.	Mon.
Thurs.	Wed.	Thurs.	Wed.			Thurs.	Wed.	Thurs.	Wed.
Sat.	Fri.	Sat.	Fri.			Sat.	Fri.	Sat.	Fri.
PM	PM	AM	AM			PM	AM	PM	PM
1.01	12.03	8.30	0.0	St. Thomas (E.T.)	6.15				
1.15	12.17	8.43	4.3	St. Clair Junction					
1.31	12.22	8.59	5.3	Air Line Crossing	4.38				
1.47	12.27	9.22	13.6	Muncey	4.11				
2.03	12.32	9.39	19.3	Melbourne	3.55				
2.19	12.37	9.55	22.3	Can. Nat'l Cross	3.39				
2.35	12.42	10.07	25.8	Appin Road	3.21				
2.51	12.47	10.15	29.9	Walkers	3.11				
3.07	12.52	10.43	35.3	Alvinston	2.55				
3.23	12.57	11.05	41.0	Inwood	2.35				
3.39	13.02	11.09	42.3	Weidman	1.58				
3.55	13.07	11.13	43.8	Glen Rae	1.51				
4.11	13.12	11.17	45.0	Holmesdale	1.45				
4.27	13.17			Eddys		11.53	12.56		
4.43	13.22			Oil Springs		11.41	12.49		
4.59	13.27	11.24	48.2	Oil City		11.29	12.38		
5.15	13.32	10.10	50.2	Petrolia Junction	10.08		12.33	2.49	
5.31	13.37	10.31		Corey			12.29	2.44	
5.47	13.42			Petrolia			12.20	2.30	
6.03	13.47	3.25	56.6	Brigden	9.54				
6.19	13.52	3.40	59.8	Kimballs	9.45				
6.35	13.57		65.8	Courtright Junction	9.30				
6.51	14.02	4.15	66.4	Courtright					
PM	PM	AM	PM			AM	AM	PM	PM

--Ribbon rail (CWR) has been dropped along the right-of-way on the CNR's Uxbridge Sub. southward from Stouffville.

--The CPR yard in Havelock, Ont. is being enlarged by extending it southward. A string of boarding cars is spotted in the east end of the present yard. Perhaps the yard is being moved southward so that the property along Main St. (Highway 7) can be sold or used commercially (which might mean the removal of the large, attractive station--Ed.). Does anyone have more details?

--Denis Taylor



NOTES

• Sheppard Line Progress--Preliminary work is continuing on the Sheppard Subway Line. Aerial mapping of Sheppard Ave. has been completed to allow maps to be produced by computer at various scales and levels of detail. Several engineering studies have also been carried out to provide information on design concepts related to construction methods, station locations, utilities and ventilation work. Soil conditions have been investigated and samples will be tested to determine their characteristics. Alternative site plans for stations are now being examined and studies have been completed to show how Davisville Yard will function as a storage and service facility.

Other studies are underway on feeder bus routes, property costs, parking requirements, and traffic impacts. Ground surveys will begin shortly to gain an accurate picture of how the line would relate to the existing buildings and infrastructure along Sheppard. At the political level, Metro Council has approved the amendment to the Metropolitan Official Plan endorsing construction of the line between Yonge St. and Victoria Park Ave. Council has also established a special committee made up of representatives from the TTC, the disabled community, and Metro Council, to study and make recommendations on accessibility requirements for the new line.

All of this depends, of course, on whether the Province will provide funds for the line. Currently, the cost sharing formula for the construction of new rapid transit lines is 75% from the Province and 25% from Metro. No decision on funding for the proposed line has yet been made, as the Province is facing requests for funding of other large scale projects, such as a possible Highway 407 to provide a bypass north of Metro. While Metro has made the official request for capital funding of the line, the decision is a political one that must come from Queen's Park.

• North York Centre Station--Construction of the new subway station at North York Centre is now in its final stages. While the station is still very much a construction site in appearance, the work remaining is largely of a finishing and cleanup nature. All four escalators have been installed and the terrazzo floors are being polished to a final finish. Tiling work has begun on the mezzanine and platform level walls and installation of the aluminum slat ceiling is underway. The official opening ceremony has been set for Thursday, June 18.

• Plant Operations Building--The Commission has given approval for the consolidation and reworking of the Plant Operations Building at Hillcrest. Subject to Metro Council approval, construction will begin in September.

• Inter-regional Transit--The following quote reveals outgoing Chief General Manager Alfred Savage's feelings in regard to what will likely come out of the deliberations of the Provincial Advisory Committee on Inter-regional Transit, to which the TTC has submitted a brief (see April issue): "My personal belief is that this Committee will complete its recommendation to the Province, but I am not optimistic that it will develop a major all encompassing inter-regional proposal. I believe that the report will deal with amalgamation of surrounding operations and some fare integration on the boundaries. However, I am pessimistic (in believing) that it will not deal with substantive inter-regional issues that I see as sources of conflict in the future".

(Editor's note: The above four items were extracted from former TTC Chief General Manager A.H. Savage's last general information letter as circulated to TTC supervisory employees. The letter was dated April 1, 1987, 12 days before April 13, the first day upon which Mr. Savage sat behind his new desk at Buffalo's NFTA).

• The TTC has called tenders for 112 new trolley coaches, plus an option for up to 60 more, with bids returnable by June 29 for a June 30 opening. Included in tenders are to be the supply of spare parts and maintenance manuals. Nothing is said in the tender advertisements about articulation.

• The first of the production ALRVs, 4200, has reportedly been released by the UTDC Millhaven plant, and is undergoing tests at the property.

• M SERIES INTACT--The Jan. 2 derailment subway car, 5309, is back in service. The Editor rode it on Apr. 8 and managed to check out both exterior sides of the car--no evidence remaining of sideswipe damage.



THIRTY YEARS AGO: FAREWELL TO NEW YORK CENTRAL STEAM

It was in May, 1957 that a shined up Mikado arrived in Riverside Yard, Cincinnati, with a freight, closing out the era of steam on the Water Level Route. Of course, it would have been far more appropriate had one of the road's magnificent Hudsons, Mohawks or Niagaras brought the 20th Century Limited into Chicago as a farewell tribute, but such an action would never have occurred to President Alfred Perlman, never a man noted for having much interest in public relations or railroad history. In fact, it is to Perlman's eternal discredit, not to mention the railfan and museum movements of the mid-1950s, that not one of the NYC's 4-6-4s, certainly one of the most outstanding steam locomotive designs of all time, was saved for posterity. The same applies to the Niagaras; two Mohawks were saved by accident: 2933, a 1929 Alco, and 3001, which was bought by the Texas and Pacific in the early 1950s and moved to Fort Worth to replace one of their own locomotives on display. The 3001, a modern (1940) engine, is currently in Elkhart, Indiana, being restored to operating condition. This engine bears a strong resemblance to one of Central's 1937 J3a Hudsons, and when, hopefully in the not too distant future, the great Mohawk heads down the main line under its own steam, railfans will have a chance to see the glory that was New York Central steam. Unfortunately, one to whom the 3001's restoration would probably have meant the most will not be there: noted rail photographer Phillip R. Hastings, who died earlier

this year. In 1955, Mr. Hastings, in company with TRAINS MAGAZINE Editor David P. Morgan, photographed mate 3005 thundering across a diamond at Shelby, Ohio; this, one of the most dramatic rail photos ever, in this writer's opinion, graced the September 1956 issue of TRAINS, in the celebrated "Steam in Indian Summer" series. One can well imagine what his feeling of 'deja vu' would have been at seeing 3001 racing through Ohio in a couple of years, preferably with a "dead freight: empties, gons of scrap iron, bad order" cars patched up for a trip to the shops or cutting torch". Perhaps, in tribute, in part, to Mr. Hastings, who did such an outstanding job of recording the last years of steam in Canada and the U.S., such a train can be marshalled together behind the 3001 and his famous photo at Shelby recreated. NYC 3001 would thus assume the mantle of 'The Mohawk That Refused to Abdicate'.

--JDT

SETOUTS AND PICKUPS

by Sandy Worthen

--It will come as a surprise to no one to learn that the Government of Quebec's Treasury Board President, Paul Gobeil, announced on March 25 that \$15 million would be withheld from the \$22.5 million for this year's planned improvements to the signalling system and right-of-way of the St. Luc Yard-Rigaud CP Rail line which weekly carries thousands of Montreal's commuters, and considerable freight over part of this stretch. No amplification of this announcement was available.

--While it might have seemed a good idea at the time, Winnipeg's City Council ought to have anticipated the very strong reaction from General Motors of Canada to Council's decision to award a \$5.1 million contract for new buses to New Flyer Industries of Winnipeg. GMC underbid Flyer by \$85,000 for the 30 buses for Winnipeg Transit, according to a Montreal GAZETTE story datelined Winnipeg. Transit officials confirmed that the bids were equal technically and recommended that the contract be awarded to the out-of-province, low bidder firm. However, Winnipeg City Council's Works and Operations Committee, recognizing its obligations, voted in favour of awarding the contract to the home town manufacturer.

--In a not very surprising announcement in early April 1987 -- April 1, perhaps!--CN Rail's Regional Manager of Public Affairs Jean-Guy Brodeur disclosed that the division's last remaining "Orphan Annie" passenger service from Montreal Central Station to Saint-Hilaire Est (and return) would eliminate two stops, effective April 5, 1987. Too few passengers use this commuter service, he said, the end-to-end total having declined to about 360 per day. Of this total, 10 were entraining at Saint-Hilaire and about three at Saint-Hubert. These figures tell you which station stops were chopped.

Cause of the decline? Commuters were/are defecting to Montreal South Shore Transportation Corp., a bus company. As a result, Mr. Brodeur said, the stops at Saint-Hilaire and Saint-Hubert would be eliminated. Still served, however, would be the communities of (reading outbound) Saint-Lambert, Saint-Bruno, Saint-Basile le Grand, Beloeil and Otterburn Park, the latter station being only 0.7 miles from Saint-Hilaire. Brodeur said that the elimination of these station stops was part of the railway's ongoing effort to reduce financial losses on this commuter operation, which last year recorded a deficit of \$1.3 million--before Federal and Provincial Government grants-in-aid, that is.

Guy Chartrand, Transport 2000's spokesman, concluded that the termination of passenger service at these two communities was "just another step in an apparent program to shut down the commuter line. It's always the same: they cut service, fewer people use the line. Fewer people use the line, they cut more service". Without a co-ordinated transportation policy for commuter and intraprovincial rail travellers in this south shore "corridor", this suggested scenario is bound to eventuate. VIA Rail's Sherbrooke-Montreal-Sherbrooke services (Trains 629 and 630) and its ATLANTIC, Montreal-Halifax, N.S.-Montreal service (Trains 11 and 12) stop only at Saint-Hyacinthe and Saint-Lambert, daily.

--Other Canadian eyes detected the editorial in the June 1986 issue of the U.K.'s MODERN RAILWAYS by Editor James Abbott (NEWSLETTER, November 1986, page 7) which stated that all VIA Rail managers took one day a year in front line jobs. Mr. Alan Fiske of Montreal wrote to Mr. Abbott as follows: "The June 1986 RAILTALK editorial extolled VIA Rail's system of making management work one day a year in front line jobs, and recommended that British Rail take it up as a way of improving services to passengers.

The continuing inconveniences which VIA Rail's passengers have to endure suggest that this custom does not automatically lead to improvements. For instance, passengers at the main railway stations in Montreal, Toronto and Ottawa are still required to stand in queues for an hour or more because the ticket barrier is not manned until 10 to 20 minutes before departure. Once they do board the train, passengers are forcibly marshalled into a particular coach so that the ticket collector's job is made easier. In addition, sleeping cars, which are supposed to be open for occupancy at 2230 hours are, in this correspondent's experience, never available until at least 20 minutes later. VIA Rail has nothing to teach British Rail about attitudes to customer service".

It might be contended that Mr. Fiske's comments were valid as of October 1986 and that now the situation has changed. Nevertheless, VIA continues to preboard VIA 1 (First Class) passengers in Toronto's Union Station more than 30 minutes prior to departure and coach passengers up to 20 minutes before leaving, depending of course on the ontime arrival of the equipment from the servicing facilities at Mimico. Reports from Montreal suggest that the same practice is being followed at VIA's Central Station. However, observations made of four early morning weekday departures from Toronto Union Station suggest that, if early boarding of all classes of passengers for RAPIDO Train 60, the YORK is now policy, it is practiced more often by accident than by intention.

THE VIENNA TRAMWAY MUSEUM

by Erich Tschöp

The new tramway museum was opened in Vienna on May 31, 1986. It is now located in Hall IV of the former Erdberg depot. There has been a co-operative effort to open this new museum, between the operator (Wiener Stadtwerke-Verkehrsbetriebe) and the enthusiasts' groups (Verband der Eisenbahnfreunde, Arbeitsgruppe Wiener Tramwaymuseum). It combines the best of the cars kept by the tramways with the best of the VEF (= Verband der Eisenbahnfreunde) collection from Ottakring Depot and those held for the smaller group, "Arbeitsgruppe Wiener Tramwaymuseum". The less important cars and the reserve collection of the two enthusiasts' groups remain at Ottakring Depot.

Erdberg Depot lies at the Stadionbrücke terminus of tram route 18, which serves both Sudbahnhof and Westbahnhof, and of bus route 75A, which connects Erdberg Depot with the main Underground and the Wien Mitte railway station. The depot has an excess capacity since the cessation of Routes J and T in January 1985 to permit U-Bahn (Underground, or subway) construction for future line U 3. As the Erdberg Depot still supplies cars for Route 18, part of it is fenced off. The cars have been chosen for their significance in Vienna's tramway development, and the accompanying list of exhibits produced from the official folder explains (in German) what each car is intended to portray.

There are 42 trams on show, ranging from the 1871 horse tram of the "Wiener Tramwaygesellschaft" through to trailer 1900 of 1962, which was the first custom built "Schaffnerlos" trailer, and driving school car 6859 of 1969, made redundant because its drum controller is unrepresentative of the present fleet.

As only one hall of the Erdberg Depot is reserved for the Vienna Tramway Museum, this hall is rather congested; the trams have to be parked nose-to-tail to accommodate all of them, making circulation around a vehicle difficult and photography almost impossible. The more modern cars are displayed "as withdrawn" or slightly touched up, rather than restored. Advertising for the museum has been thorough, with notices in every Underground station and in many trams.

The display is open from 9 a.m. to 4 p.m. on Saturdays, Sundays and holidays, from May 30 to Oct. 26, 1987. (The Ottakring collection is also open for the public on weekends beginning May 2, 1987 and running until the end of October).

Apart from the abovementioned way to reach Erdberg Depot, there is another very interesting way to reach the museum. On Saturdays, Sundays and holidays, from May 18 to October 26, 1987, the "Wiener Verkehrsbetriebe" offers "Oldtimer" tram sightseeing tours, usually with car 4101 and a trailer. These start from Karlsplatz (the main interchange between Vienna's three Underground lines) at 2:30 p.m. on Saturdays and 9 a.m. on Sundays and holidays. These tours take about two hours, showing the main sights of Vienna, after which the tram runs to Erdberg Depot. On Sundays and holidays, participants are invited to stay on the car and ride to Erdberg, free of charge.

Because of the rather congested presentation at the Erdberg Depot, there are frequent occasions during the year when part of the collection is presented in front of the hall in order to render it easily photographed. Such occasions include at least the twice yearly "Tramway Day", one in June and the second at the end of September. The exact dates for this year had not been published to time of writing. Some of the display vehicles that are in good running condition are also used for special operations. The most recent of these occasions was the 90th anniversary of the first electric tramline in Vienna, Line 5, from Westbahnhof to the Danube River near Prater, celebrated on Jan. 30, 1987. In the morning the official trams ran between Westbahnhof and Wien-Nord termini of this route, but unfortunately the weather was very bad, with lots of snow still in the streets and heavy winds blowing during the day. In the afternoon, three of the old trams offered free public rides, an opportunity which was very heavily taken in spite of the bad weather.

One can even hire some of the old trams for a personal ride through Vienna. So, if you are interested in tramways and happen to come to Austria this year for the 150-year celebrations of the Austrian State Railways, you could also plan a visit to Vienna, and see our very interesting Tramway Museum. If there are any further questions, I would be pleased to help readers. You may write to my home address: Erich Tschöp, Heiligenstadterstr. 175/8, A-1190, Vienna, Austria.



Ontario
Northland

NEW ONR HQ OPENED--The Ontario Northland Transportation Commission, in February, officially opened its new \$5 million headquarters in North Bay, Ont. Adjacent to the new headquarters, construction has started on an apartment complex for retired ONTC employees and other seniors, to be completed at a total cost of \$9 million. Over 1100 people attended the official opening of the new headquarters building. Guests included city and government officials, representatives of the business community and employees and pensioners. With a snip of a red ribbon, Wilf Spooner, Chairman, ONTC, and Stan Lawlor, Mayor of North Bay, declared the \$5 million building officially opened.

The move to the six-storey building consolidates the 200 employees who previously worked in six different locations throughout the city. All head office functions for the various divisions which provide transportation and telecommunication services to parts of Northern Ontario will

T R A M W A Y M U S E U M V I E N N A			
=====			
Type	No.	Built	Description

WT	340	1871	Pferdestraßenbahn (horse tramway)
ks	7026	1885	Kesselwagen (tank car)
DT	11	1885	Dampftramwaylokomotive (tramway steamlocomotive)
DT	72	1886	Dampftramwaywagen (steam tram)
G	777	1901	Kobelverglasung
G2	2051	1907	improved Type G
G2	2003	1907	former excursion car
H	2215	1910	first tramcar with closed platforms
H1	2260	1910	Kriegsverdunklung (war-lighting)
al	7020	1911	Anhängelastwagen
u2	3832	1911	Sommer-/Winterwagen (summer car)
G3	2101	1912	Exkursionswagen (excursion cars)
SP	6019	1912	Schneepflugwagen (snow plough)
K	2380	1913	1.Triebw.m.Tonnendach
k2	3487	1913	for "big" 3-car trains with type H or M
SS	6047	1914	Schienenerschleifwagen
gm	7059	1916	Materialwagen
SM	6115	1920	Schienenstoßmeßwagen
d2	5064	1924	Umbau aus Triebwagen
KO2	6113	1925	Kippertriebswagen
N	2706	1925	Stadtbahntriebswagen
n	5538	1925	Stadtbahnbeiwagen
N	2861	1927	Stadtbahntriebswagen
m2	5200	1928	Trailer for type "M"
M	4078	1929	last tramcar built before WW 2
Z	4208	1939	"Amerikaner" (street car from America)
A	25	1944	Kriegsstraßenbahnwagen
G4	345	1948	new car on old Underframe
B	51	1951	first new street car after WW 2
k6	1501	1951	trailer on old underframe
b	1401	1952	trailer for type "B"
T1	401	1954	Zweirichtungswagen auf altem Gestell
N1	2916	1955	Stadtbahntriebswagen
T2	432	1956	Einrichtungsaufbau auf altem Gestell
N1	2942	1957	Stadtbahntriebswagen
C1	141	1957	Großraumtriebswagen
c1	1541	1957	Großraumbeiwagen
D	4301	1957	first articulated car in Austria
n2	5993	1961	last four-wheeler (Stadtbahnbeiwagen)
L4	576	1961	last four-wheeler
l3	1900	1962	first custom-built "Schaffnerlos" trailer

be co-ordinated from the new headquarters. These include such corporate roles as purchasing, planning and legal work, engineering functions, finance, marketing, human resources, safety and health services. The lower level houses the central filing system, computer and data processing and storage.

Pensioners who attended the opening ceremony and luncheon had an opportunity to view plans and the initial construction of the \$9 million retirees' apartment complex adjacent to the new headquarters. The complex is expected to be completed by January, 1988.

Notes on the Original HQ--The former headquarters, a castle-like landmark in the City of North Bay, stands in memory of the beginnings of what was once a hinterland railway. Prior to serving as an office building and headquarters for the ONTC, the limestone structure was the head office for the Temiskaming and Northern Ontario Railway, later (1946) known as Ontario Northland Railway. The location was often referred to as the Regina Street building. Designed in chateau style by architect H.W. Angus, of North Bay and Sudbury, and constructed by O'Boyle Brothers of Sudbury, the building was started in 1907 and completed in March, 1908 at a total cost of \$42,900. The 40'x80' limestone building was built with reinforced concrete with one inch steel beams. Reinforcing wires were interlaced in the concrete. The finished limestone on the building is known as "Broken Ashler Rock Faced Longford" and came from the Longford Mines in Longford, Ont., north of Orillia.

Some of the unusual features of the building include exposed purlins, high hip roof and moulded fascia. There are five dormers along the east side and four on the west. The two main dormers are equipped with unique stone finials. The main entrance is a semi-elliptical doorway, flanked with Doric capital columns. The second floor was equipped with a balconet to provide a view of Lake Nipissing and the rail yards. The balconet has since been removed but the doorway is still evident. There are 21 rooms on the three floors of the structure.

Plans for the original building mark the Commission's planning for the future while preserving the past. In addition to a passenger sales department on the ground floor, the first floor will, among other things, house a museum for the public in the form of a one-room railway station of the 1925-30 era. Period furniture, an old ticket desk, a telegraph key and telephone switchboard will be part of the exhibit. Archival material will also be stored in the building.

The old headquarters, new headquarters and pensioners' apartment complex all overlook Lake Nipissing and the rail yards constructed by the original Temiskaming and Northern Ontario Ry.

--the foregoing articles from ONTC "CHEVRON"

BOOK REVIEWS

CANADIAN PACIFIC STEAM LOCOMOTIVES by Omer S.A. Lavallee

Published by Railfare Enterprises Ltd., Box 33, West Hill, Ontario

Reviewed by John A. MacLean

Here is a book which can be described only in superlatives: superlatively large, superlatively heavy, superlatively detailed, superlatively produced, superlatively expensive. With 464 pages of high quality paper, the volume measures almost 1½" thick and weighs over 4½ lbs. The only larger railway book familiar to this reviewer is Jane's World Railways which, with over 700 larger but thinner pages, tips the scale at nearly six lbs. But Jane's costs more than twice as much, although it carries much advertising, leading to the conclusion that Canadian Pacific Steam Locomotives, devoid of advertising, represents very good value in the size-and-weight sweepstakes.

In more serious vein, this is the first comprehensive work on the steam power of the erstwhile "World's Greatest Travel System" to be published since 1951, when Mr. Lavallee and the late Robert R. Brown co-authored Bulletin 83 of the Railway and Locomotive Historical Society. That was a worthy effort, although necessarily constrained to fit that Society's standard Bulletin format. In view of the almost 35 years during which Bulletin 83 has stood alone as the "bible" of CPR steam power, its present greatly expanded successor can only be welcomed with open arms by motive power students. In this connection, it forms a worthy companion to this publisher's work on Canadian Pacific Diesel Locomotives, by Murray W. Dean and David B. Hanna, which appeared in similar format in 1981.

The text of Canadian Pacific Steam Locomotives--as distinct from the roster and other appendices--occupies just under half of the book, comprising a Foreword by N.R. Crump, former CPR Chairman, and 15 chapters, augmented by numerous tables and sidebars. One chapter is introductory and one an epilogue, while three trace the Company's geographical development by construction and takeover, leaving the remaining 10 chapters to cover the activities of the Railway's several Motive Power Superintendents, one chapter per Superintendent: these chapters taken together thus provide a chronological history of CPR steam power development. The book is lavishly illustrated by some 475 black and white photographs, 13 colour views, five maps tracing the development of the system, and 115 mechanical drawings of most of the standard classes of steam locomotives, together with several of proposed but never built types.

The all time roster of Canadian Pacific steam power, which is, of course, the *raison d'être* of the book, occupies no fewer than 231 pages, all arranged neatly (but somewhat confusingly) in tabular form. The roster is divided into three major and several minor sections, the major ones corresponding to the Company's general renumberings, while the others cover the partial or abortive renumberings that occurred between the general ones. This is logical enough, but the confusion results from a few shortcomings in the implementation of this arrangement. Each section of the roster indicates only the immediately previous and the immediately following numbers of each engine: the lives of many of the locomotives spanned two or even all of the renumberings, leaving the reader to peruse several sections simultaneously to learn the whole

history of an individual engine or class of engines. Moreover, mechanical details in the roster pages are scanty, these being given in greater detail in later appendices, together with information on special features, modifications and rebuildings. The serious motive power student is thus placed in the uncomfortable position of trying to find and scan as many as half a dozen widely scattered pages at the same time in an effort to collate full information on the locomotive(s) in which he is interested. This unhappy situation is exacerbated by the fact that the roster pages (except for the first page of each section) carry no headings to show in which section that page lies. In leafing through the pages of the roster, it is difficult to tell whether one is looking at a page of the original series, a page of the 1905 series, or a page of the 1912 series. It would have been so easy--and so helpful--to have placed such headings at the top of each roster page instead of only on the first page of each section.

Following the roster, additional appendices cover in detail such items as engines of subsidiary companies, and railways later taken over by the CPR, engines of the contractors who built various sections of the original main line, system locomotive assignments on various dates, additional mechanical specifications, special equipment on individual engines, including those converted to oil burning, those superheated and those rebuilt, compound locomotives, and locomotives preserved. An appendix which will be appreciated by model builders traces changes in painting and lettering over the years, including detailed drawings showing the painting and striping of the panelled running boards which were a feature of many late steam designs.

There is a selected bibliography, a good general index and a photograph index: this incorporates an unusual and desirable feature in the form of an alphabetical listing of identifiable locations in the background of pictures throughout the book. If you want to see what a CPR freight train looked like passing through Lorne Park, Ontario, you need only look up that location and turn to the page indicated.

In spite of its necessarily high price, and despite this reviewer's nitpicking (which applies only to inconvenience in use, not to errors in content), Canadian Pacific Steam Locomotives is an absolute "must" for everyone, railfan and historian alike, having any interest at all in the Canadian Pacific Railway of happy memory, or in the development of steam locomotion in general.

SCHOOL ON WHEELS: REACHING AND TEACHING THE ISOLATED CHILDREN OF THE NORTH

The Boston Mills Press, 98 Main St., Erin, Ont. NOB 1T0 1986 Softbound; sepia and B&W illustrations; map; roster; no index; no bibliography; 69 pp. List \$9.95 postpaid.

Reviewed by Sandy Worthen

If you are really interested in having an audience enjoy reading what you write, then certainly you will have to have some direction in "How to do It." There is one book (1), now somewhat out of date, which provides useful guidelines on "How to do It". And, since book reviews may be included in this category, you ought to pay some attention to these directions.

As an exercise, let's review the soft cover book which was published in September 1986 by the Boston Mills Press. The book's title is "School on Wheels: Reaching and Teaching the Isolated Children of the North", and its authors are Karl and Mary Schuessler, who live near Stratford, Ontario.

According to the guidelines, the first duty of a reviewer is to tell his audience what the book is about. This is fairly easy: it is the story of the 39-year career of Fred Sloman and his wife Cela, as "operators" (and that includes teaching) of a school car (car school, according to the Ontario Ministry of Education) on some of the remote lines in northern and northwestern Ontario. The title "School on Wheels: (etc.)" is at one and the same time an exaggeration and an understatement, for the Slomans' itinerary did not extend all the way north in Ontario, but certainly it did include much more than just "reaching and teaching" the children along its route.

The reviewers' guidelines also suggest that some idea should be provided of how well the authors have covered the subject. Mr. and Mrs. Schuessler have discovered an amazing amount of information about life on a school car in Northern Ontario in the 1930s, '40s and '50s and, using the Slomans' experiences, they have made it possible for the 1980s readers to imagine life and experiences on the other six (2) car schools which moved through the northwestern part of Ontario, from North Bay to the Manitoba border, in the period 1926-1965.

In addition, the reviewer is encouraged to compare the book under review with others on the same subject. This reviewer has to admit to a certain ignorance in this regard, for the only other detailed description of the car schools appeared in an equipment list for the Canadian Railway Museum, published by the Canadian Railroad Historical Association of Montreal. But, this article is descriptive and railway oriented and no strict comparison with a biographical-adventure account is possible.

It should be pointed out that, in 1985, the Canadian Broadcasting Corporation televised a well received drama titled "And Miles to Go", which was the story of a troubled schoolteacher who fled to the Northern Ontario bushland, in an attempt "to save both himself and his career". Ted Ferguson's 1986 book "Sentimental Journey: An Oral History of Train Travel in Canada", makes brief mention of Mr. and Mrs. Sloman, their school car and their hospitality, but provides little detail and less recognition.

Have the authors provided any new detail not known already? My goodness, they certainly have, for although the Slomans and their car school have been written up in many Canadian newspapers, in "Life" magazine, in the "New York Times", the "Times" of London, England and the "Reader's Digest", nowhere else has such a wealth of detail been presented. Even in biographical form, the quality and variety of life on the school car can be understood clearly.

Mr. and Mrs. Schuessler worked very closely with Mrs. Cela and Miss Margaret Sloman in assembling material for the book and, although they say that "Throughout this account, the Slomans have served as the representative schoolteacher and family; Their story is duplicated in the lives of many other teachers and their wives", only the first statement possibly could be true,

for the Slomans' story is much too personal to be applicable to the dozen or so other teachers, some with families, that staffed these car schools.

It is always a challenge for a writer to create a communicable word-picture of the subject he wishes to describe and so, in answer to the question "Is the book written in an attractive style?", personal preference has to be reconciled with practical accomplishment. In the case of the Schuesslers' book, the answer has to be an unqualified "Yes", for almost every aspect of daily life on this isolated mobile home-and-school is detailed in a fascinating and informative manner, except perhaps for the more intimate episodes which, in a family rated book, are best left to the reader's interpretation. Underwear it seems, stayed on all winter!

The final question in the guidelines asks if the book being reviewed is intended for the general reader, or does one have to have an intimate knowledge of the subject to comprehend what the authors are talking about. The answer may depend on the reviewer's point of view. Since this present evaluation is intended for presentation in a railway enthusiast publication, any bias should be apparent at once. It might be presumed from the book's title that something about the "theory and practice" of car schools would be included, and indeed it is. The authors provide some comments on the establishment of the system, the number of school cars that operated, and the teachers that staffed them.

As a sort of "post-scriptum", the last part of "School on Wheels" tells about the search for and recovery of Canadian National Railways School Car No. 15089, the Slomans' car, by Mr. Gerald Buck of the Canadian Railroad Historical Association, and its relocation and restoration in the Sloman Memorial Park at Clinton, Ontario. Nowadays, when Miss Margaret Sloman arrives at the family school car, she raises the flag on the flagpole; that's her signal to say that the school car in which she and her three sisters and one brother were born and raised is open to receive visitors, "...to come aboard," as Karl and Mary Schuessler say, "to relive the days when education offered new beginnings to the children of the North," through the dedication, of course, of Celia and Fred Sloman.

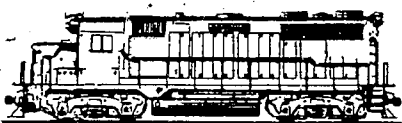
In concluding this review, mention must be made of the article on the Slomans' school car which appeared in the January 1983 issue No. 399 of the Upper Canada Railway Society NEWSLETTER and the subsequent letter from Mr. W.R. Stephenson, Assistant Regional Manager--Operations, Canadian National Railways, Edmonton, Alberta (March 1983, No. 401). While the January article recorded the installation and display of the school car in Sloman Memorial Park, Clinton, the letter described Mr. Stephenson's recollections of the Slomans, the car, its route and some of the subsequent events in Number 15089's history.

The Slomans were close friends of Mr. Stephenson's family and were, in fact, his godparents. After the school car was retired in 196-, it had a varied existence, finally becoming the property of the Ontario Rail Association, which offered to sell it in 1982. Mr. Stephenson told Mrs. Sloman of the car's whereabouts and its availability and, with the help of the citizens of Clinton, School Car No. 15089 was brought there for restoration and display.

To quote Mr. Stephenson's conclusion, "...all of us are extremely pleased that it has been possible after all these years to see the preservation of a most unusual and interesting piece of Canadian rail history." It is nice, too, that Mr. and Mrs. Schuessler have written the history of the Slomans' school car to complement its preservation.

(1) "Learning to Write", E.H. Winter/Reed Smith, 1961, the MacMillan Co. of Canada, Toronto, pp. 409.

(2) 1926: CN School Car No. 1, Capreol-Folyet, Ont., five stops, 18 pupils. 1928: CN School Car No. 2, Port Arthur-Sioux Lookout, Ont. (gone by 1956). 1930: CN School Car No. 3, Port Arthur-Fort Frances, Ont., four stops, 29 pupils. 1934: CN School Car No. 4, Sioux Lookout-Malachi, Ont., four stops, 27 pupils. 1926: CP School Car No. 1, Chapleau-Cartier, Ont., three stops, 22 pupils. 1928: CP School Car No. 2, Chapleau-White River, Ont., five stops, 22 pupils. Temiskaming & Northern Ontario (Ontario Northland Transportation Development Commission), 1938, T&NO School Car No. 1, two stops, 16 pupils.



Motive power and car equipment



--CP has retired the following unmechanized cabooses: 7233, 7389, 7442, 7464, 7194, 7154, 7079, 7078, 7369, 7008, 7040, 7120, 7129, 7242, 7051, 7098, 8536, 7241, 7028, 7229, 7027, 7102.

--8707 entered Angus Apr. 2 to become 1647; 8641 in on Apr. 3 to become 1648.

--6568 has been sold to Inland Steel Products, Saskatoon, Sask.

--CP is leasing from Santa Fe the following GP39-2s from Claiburn, Texas storage: 3600-01-02-03-04-05-06-07-09-15-57-59-61-67-69-70-71-73-74-78, assigned to Alyth Shop, Calgary.

--CP is preparing to lease up to 30 CN RS18s, long nose forward; similar CP units were retired some time ago. Their nos. are: 3621-22-24-39-43-44-45-55-59-63-68-76-87-77-78-79-90-96-98-3702-08-20-28-33-36-38-39-42-44-03. All will be assigned to St. Luc and used on work trains and local trains east of Thunder Bay.

--8684 went into Angus Apr. 8 for rebuilding as 1649.

--GP9 8639 arrived at Angus on Mar. 17 to become 1646.

--TH&B 72, 74, 76, 77, 401 and 402, which were stored unserviceable at John St., Toronto, are being rebuilt as 1685 through to 1690. TH&B 73 and 75, presently in service, may also be

rebuilt this year as yard power, but the original proposal was to put them into the road series 8200s next year. Meanwhile, TH&B 73, 75 and 403, as of Apr. 1, were assigned to Toronto. Yard units there are to be retired as the 1685-90 emerge from Angus.

--1641 ex-8693 was outshopped by Angus on Mar. 26.

--On Apr. 9, 1987 CP bought BCR robot cars BN 106, RCC 7 and RCC 8.



--On Mar. 9, 1987, CN 9547-9548 and 24 cars derailed near Nespiquet Junction, N.B. On the same day near Thomson, N.B. 3830 and 3836 and 36 cars left the rails, with severe damage to the units.

--2551 has been renumbered to 3551, 2525 to 3525, 2522 to 3522.

--BCR 807, ex-Erie-Lackawanna, has been retired due to fire damage.

--Central Western Ry.'s ex-CR (CASO) 7434 was sold to Novacor in Joffre, Alta., leaving the CWR with 7438, and M-K 4301 and 4302.

--A black switcher, numbered AMLX 17, with trust plates reading Girard Trust Corn Exchange Bank, Trustee, Owner and Lessor, was seen at St. Luc on Apr. 12; it looked like a U.S. Alco.

--Bruce Chapman

CP Rail Trains into TH&B Aberdeen Yard: Feb. 28: CPX: CP 5525-8921. Mar. 5: STARLIGHT: CP 5918-5629. Mar. 9: X Potash: CP 5956-5746-5991-5525. Mar. 12: X Acid: CP 4721-4700-4712-4559. Mar. 17: STARLIGHT: CP 5698 (EXPO)-5409-TH&B 56. Mar. 18: STARLIGHT: CP 8921-5406. Mar. 21: X Acid: CP 4562-4711-4741-4250. Mar. 29: X Potash: CP 5524-ACR 188-CP 5518-4571. Apr. 16: X Acid: CP 5533-5546-5414-5506-4709. Apr. 22: X Acid: CP 5524-MP 5073-CP 4555-4507-4573.

CP Rail Trains on the TH&B Welland Sub.: Mar. 5 X East CP 5511-5541-4236 Mar. 12 X East CP 4700-4712-4559 Mar. 21 X East CP 4711-4741-4250 Mar. 24 X East CP 4213-4240-4244-4557 Mar. 29 X East CP 5518-ACR 188-CP 5524 Apr. 8 X East CP 5524-5402-5551 Apr. 11 X East CP 5514-5547-5544 Apr. 16 X East CP 5506-4709-5414 Apr. 22 X East CP 4555-MoPac 5073-CP 5524

--Mike Lindsay and Doug Page

TORONTO AREA SIGHTINGS by Ben Mills

MY = CN MacMillan Yard, DY = CN Don Yard, U = Union Station Area, CP sightings on North Toronto Sub. unless otherwise specified; NIS = Not in Service.

Apr. 1: No. 98: 343. No. 86: 319. Apr. 2: No. 98: 352. No. 86: 236. No. 10: 6408-6631-15461. No. 76: 6553-15455-six cars. No. 668: 6129-6215. No. 98: 340-five cars. CP WB, 1245-1534-434017 (Parkdale, container cars). No. 86: 357-four cars. CP Lambton: 4729-4508. CN MY, EB out 9605-5268-9546. CP WB, 5517-B&O 3716-434525; CP WB 4566-4222-434625; CP EB, 5939-5544-4547-434344. Apr. 4: CP WB 4204-1819-4200-434535, about 100 container cars; CP WB 1831-8736-434379. No. 79: 6901-four cars; No. 10: 6408-6634-15472. No. 668: 6102-6005-6208. No. 89: 340-six cars. N. 76 (several hours late): 6919. Apr. 7: CN MY, 1207; 1228-1232 autorack; 1234-1235 with hoppers; WB out 5356-5156-5190-79261; EB out 2026-2334-2335-car 49318 carrying traction motors-79589; WB in 5073-5064-5175-mostly containers-79499. No. 9: 6400-6634-15484 at Snyder; CN MY WB in 5312-5272-9456-5104-79215. (U) No. 79: 6919-five cars; No. 668: 6104-6002-6217; EB (U) CN 7904-15 cars, no caboose; No. 10: 6402-6611-15482; CP 1243-434707 Spadina & Front. No. 86: 283-four cars; CN DY 1321-four cars. Apr. 8: CP EB 4201-434449; WB 5409-B&O 3735-434513; No. 10: 6409-6634-15455. Apr. 9: Commissioners & Don Roadway: CP 8136-434068; CN DY 9454-9433-9476 NIS. CN MY, 9491-20 cars-79862 WB in; 4526 with snow deflectors, in yard; NB in (from Newmarket Sub.): 9545-GT 6417-9429-79499; No. 9 (Snyder): 6402-6632-15433; work train WB in 9601-40 cars-79715. Apr. 10: CP EB 1601-434701; EB 5517-4572-434319 (40 cars); No. 645, 6104-6002-6217 (U); 6918-five cars; No. 98, 315-five cars; CN 1321-20 cars; No. 86: 325-six cars; CN WB 5248-5349 through Union Station; CN 7915. No. 58: 6510-15450-nine cars. CP WB, 1821-4217-4235-1614-434143. Apr. 11: CP WB 4500-4568-4735-434301. No. 98: 228. No. 86: 281. Apr. 12: CP WB, 4222-4204-4215-434325; eb 5515-4570-8783-B&O 3738-1260-6707-434717-434527. No. 79: 6926-five cars. No. 76: 6569; No. 10: 6408-6626-15471; No. 668: 6216-6113-6111-6108; CN (U) EB 5078-5079-77003, no cars. Apr. 14: No. 76: 6536-three cars; CN (U) 2536-4382-76648-16 cars. No. 79: 6909-four cars. No. 129: 6531-four cars. No. 10: 6405-6635-15490. No. 668: 6217-6002-6104. CP Parkdale, 8136-12 cars-434060. No. 98: 215-four cars; CN (U) 7178-12 cars. No. 86: 278. Apr. 15: (U) CN WB 5078-5079 no train. CP EB Soo 6610-5407-5524-434690; Lambton, 1245, 8153, 8152, 8507; (U) No. 98: 318; No. 86, 336.

--Missouri Pacific units leased to CP Rail: (GATX) 5070, 5071, 5072, 5073, 5075, 5077, 5079, 5081, 5083, 5084, 5085, 5086, 5087, 5088, 5089.

--Ben Mills

--AT&SF units at CP Rail Toronto Yard, Apr. 26: 3600, 3601, 3604, 3609, 3615, 3678.

--Rod Semple

SHORT HAULS

by Bruce Chapman, Doug Page and Mike Lindsay

--An effort by the Algoma Central Ry. to spin off its rail line from the rest of its profitable operations has sparked angry opposition from the company's employees. The 88-year old company, based at Sault Ste. Marie, Ont., has applied to the Railway Transport Committee of the Canadian Transport Commission for permission to separate the railway from its shipping, trucking, real estate, mining and timber operations. Under the plan, the assets and operation of the rail line, which runs from the Soo to Hearst, Ont., would be transferred to a newly incorporated, wholly owned subsidiary called Algoma Central Railway Inc. The CTC set a deadline of Mar. 27, 1987 for submissions regarding the application, and the plan's opponents want public hearings into the plan. The ACR says that its main business nowadays is the operation of 18 Great Lakes bulk carrier freighters.

--CN has approval to abandon part of the Campbellford Sub. between Corbyville, Ont. (just north of Belleville), Mile 3.2, and Peterborough, Mile 60.4, to be effective when the railway removes

the high level bridge between Mile 30.65 and 30.8, crossing the Trent River in Campbellford. Losses in 1983 were \$251,399 and in 1985 were \$230,924. The line was built by the Grand Junction Railway Company, opened from Bay of Quinte, Belleville and Hastings in December 1878. In 1879 the line reached Peterborough; Grand Trunk, then CNR, takeover ultimately followed. At one time, the railway passed through Belleville along Pinnacle Street, which was taken out of service June 16, 1964. CN continues to serve Peterborough from Toronto via the Uxbridge Sub. from Stouffville to Lindsay, and the Campbellford Sub. from Lindsay to Peterborough.

--CPR's Chalk River, Ont. station was demolished during the week of Jan. 26, 1987.

--CP has signed a \$761,000 deal with the city of Medicine Hat, Alta. to sell 2.7 hectares of land where its roundhouse and turntable are located, so that the city can begin its planned street upgrading in the vicinity.

--CN Rail has given approval to plans to move the derelict Dundas, Ont. station. During the past winter, local Councillors and the Dundas Heritage Association suggested that the station could be moved to property on York Rd., north of Olympic Dr. It is hoped that the 85 year old structure will be converted into a museum.

--A Canadian Press report states that VIA Rail last year carried 748,000 fewer passengers than in 1985 and received \$125 million less in Federal support. VIA said that it recorded a loss of \$12.7 million compared to a 1985 profit of \$923,000. VIA's Paul Raynor said that lower air fares and increased auto sales accounted for the drop in rail passengers (and a poor on-time performance record for the first three months of the year didn't help).

--The TH&B has indicated that it no longer wants to run the Nanticoke Steel Train, as delays of two to three hours at Welland were common while the train waited for eastbound Chessie freights. The CASO Sub. is operated as single track between Welland and St. Thomas, with the second main being out of service with no talk of any passing sidings being installed. CN took over the Nanticoke job on March 23 and this may become a permanent CN operation.

Notes from Ottawa

by J.M. Harry Dodsworth

--Weather problems: flooding and floating ice inflicted two blows on CP during the spring run-off. On April 1, three spans of a through truss bridge at Ste. Anne de la Perade, Quebec (25 miles east of Trois Rivières) were swept away; this interrupted VIA North Shore service between Montreal and Quebec City. On April 2, the bridge across the St. John River at Perth-Andover, New Brunswick (NEWSLETTER, March 1987) was washed away together with 14 hopper cars loaded with fertilizer which were being used in an attempt to stabilize it. Amtrak replaced the MONTREALER by a bus between Montreal and Springfield, Mass. for several weeks (at least until May 2) due to damage caused by weather conditions.

--Train 43 is often used to deadhead conventional equipment between Montreal, Ottawa and Toronto, which accounts for its variable consist. On April 4, it included sleeper CHRISTIE MANOR and a full baggage car. On April 21, two Skyline domes were carried.

--CP has lifted the track on the abandoned Kingston Sub. (NEWSLETTER, December, 1986). The yard office at Walkley Yard in Ottawa has been demolished. On April 20, a work crew was welding on the truss bridge over the Rideau Canal at Merrickville.

--My friend Betty made a day trip from Toronto to Kingston on April 13. Her report: Train 44, two cars, almost empty, on time; LRC Train 65, four cars, crowded, 15 minutes late.

--I rode Train 45 from Ottawa to Toronto on April 16. We left Brockville six minutes late because of loading delays (CP 8748 was switching the yard), dropped 14 more minutes to Kingston because of track relaying, then sat for 19 minutes at Pickering GO station while the crew got clearance from a team working on bridge repairs ahead; we reached Toronto 37 minutes late. Amtrak F40PH 318 was in Union Station.

--I made a round trip to Montreal on April 23. Train 32 (engine 6780) was 15 minutes late, due mainly to extensive trackwork east of Coteau. LRC Train 37 arrived 11 minutes late. It was facing north in Central Station so we began the journey by backing on to the Victoria Bridge (now fully repaired after the March 20 derailment) before heading west to Dorval. Train 2 was reported over four hours late.

--As a followup to Gordon Shaw's article on Muskoka services (NEWSLETTER, April 1987), in the summer of 1922, the ex-Canadian Northern service included Parlour Cars between Toronto and Parry Sound (to Footes Bay after the season). In addition, on summer Sunday nights a sleeper was offered from Lake Joseph to Toronto (129 miles).

--Journeys with problems can sometimes be more interesting to the railfan, and that applies to a second trip to Montreal, on April 28. Train 32 left Ottawa on time but the meet with Train 31, which usually happens before M&O Junction, didn't take place until Carlsbad Springs as Train 31 (engine 6763) was 30 minutes late due to extensive trackwork. After more delay, we reached 75 mph en route to Casselman, which made for a lively ride on track ready for replacement. We didn't need the flagstop, but stopped anyway to meet a four unit freight which was too long for the siding. We were 45 minutes late, which lasted until Montreal. The meet with Train 1 was at Glen Robertson, instead of Coteau. At Dorval (CP), engine 8781 was pulling a caboose and a track geometry car in Tuscan Red. The return trip on Train 35 was problem free and essentially on time. In Montreal, the assumed consists for the OCEAN and the ATLANTIC were both headed by F40s. At Alexandria, there was a string of modern boxcars belonging to the Oregon, California and Eastern (reporting marks OCE, a new carrier to me).

--Effective May 1, VIA has announced that, for two months, passengers on any train more than 15 minutes late in the Montreal-Ottawa-Toronto area will get a credit of half their fare towards their next VIA journey. VIA claims that 80% of trains are now arriving within 15 minutes of advertised time. My five VIA trips in April were 37, 15, 11, 45 minutes late and on time,



UCRS and other events and activities

by Ed Campbell

There will be a Special General Meeting of the Society on Wednesday, May 27 at 8 p.m. in the Earls Court Legion Hall at 9A Greenlaw Ave. (this street runs south from St. Clair Ave., between Dufferin St. and Lansdowne Ave.). It is important that you attend as there will be a discussion on the protection of the Society's assets, which are considerable. Their use requires very careful consideration and judgement, as they would be difficult to replace today.

--Ed Misera, a very faithful helper at most Society booths, will by the time that you read this have undergone an operation for hip replacement. He is in St. Joseph's Hospital, Toronto.

--The new meeting hall for the Hamilton Chapter is not convenient to the CNR (VIA) Station, but the GO buses connecting with trains at Oakville, express buses from Toronto, and Lakeshore buses will stop at Main and Dundurn, from which point it is not a long walk to the Hamilton Spectator building.

Friday, May 15--The regular UCRS Toronto meeting will be held in the 6th floor auditorium of the Education Centre at College and McCaul Sts. at 7:30 p.m. sharp. The meeting will commemorate the May 23, 1967 opening of GO Transit commuter rail service, with an address by Tom Henry of that organization. Do not forget your newscast slides.

Friday, May 22--Regular UCRS Hamilton Chapter meeting in the new location, the Hamilton Spectator auditorium at 44 Frid St., Hamilton. The program will consist of members' 35mm slides. Meeting starts at 8 p.m. Guests are always welcome.

Wednesday, May 27--UCRS Toronto Special Meeting (see above).

Friday, June 5--OSHOME meeting at Rosedale Presbyterian Church, South Dr. and Mt. Pleasant Rd., Toronto, at 8 p.m. Admission free, visitors welcome.

Thursday, June 11--CRHA Toronto and York Div. meeting at Harbourfront, 235 Queen's Quay West, Toronto, at 8 p.m.; admission free, all welcome.

Friday, June 19--Regular UCRS Toronto meeting in the 6th floor auditorium, Education Centre, College and McCaul St. The entertainment will be provided by Niall MacKay on the Huntsville and Lake of Bays Ry. restoration project. Be sure to bring your newscast slides.

May 2 -- July 26, 1987--"DESIGNING THE TTC", a free exhibition of historical photographs, paintings and artifacts highlighting the development of the Toronto Transit Commission. Located at the Market Gallery, City of Toronto Archives, St. Lawrence Market, Front and Jarvis Sts., Toronto. Phone: 392-7604. Open Wednesday to Friday, 10 a.m.-4 p.m., Saturday 9 a.m.-4 p.m., Sunday, noon-4 p.m. Closed Mondays, Tuesdays and all civic holidays. Take the 504 (King) street car to Jarvis St. and walk south one block (or, walk over from Union Station).

respectively, almost all of the delays being due to trackwork.

--Train 1 has been running recently with a five car consist: full baggage, two coaches, diner and CHATEAU sleeper.

SANDHOUSE ITEMS

(extracted from the publication of the Pacific Coast Division, CRHA)

--BC Hydro Rail is in the midst of changing over to an all new paint scheme. Their familiar yellow and red livery, which dates back over 20 years, is being changed to dark blue with red and white trim. The hood ends of the locomotives are being highlighted with luminescent strips similar to those used on CP Rail power.

--Grain farmers will be able to ship their Peace River District grain on BCR's Dawson Creek Subdivision rather than the longer CN line, thanks to \$6 million from the Federal Government. The money will help BCR to upgrade about 60 miles of its line to handle the increased grain traffic.

--BC Transit: Skytrain celebrated its first anniversary of revenue service on Jan. 3, 1987. Anticipated use was 25 million passengers, but 32 million was the figure reached for the first year. During EXPO the system was strained to capacity and carried 170,000 riders daily. Despite noise problems, computer failures and vandalism, the initial year has shown Skytrain to be successful, but costly. Financial figures released by BC Transit showed that Phase One, downtown Vancouver to New Westminster, cost \$1,015,960,000, or about \$76 million per mile.

The Pacific Coast Division, CRHA, has obtained its first piece of rolling stock; the CNR sleeper "RESOLUTION ISLAND". The car is currently at the VIA (ex-CNR) station in Vancouver, awaiting a cosmetic restoration by Division members. The costs for this venture are being borne by the B.C. Enterprise Corporation. The car was built by Canadian Car & Foundry in 1923 for the CNR as sleeper 1588, "WOODSTOCK". It was converted in 1954 from a 12 section to one drawing room configuration to eight berths and four sections, and renamed "RESOLUTION ISLAND" with its number changed to 2186. The car was never turned over to VIA, and remained in its black and white CN colours. However, the original olive green paint is underneath, and this will be uncovered.

--VIA Rail wants to close all but 600 square feet of its newly leased Parksville (Vancouver Island) station. It has asked Parksville officials to take over maintenance of the 76-year old

building; the local Kinsmen's club has proposed taking over the station. Parksville played Kamloops station in the movie "The Grey Fox" of about five years ago, and its wooden water tower is the only one remaining on the E&N.

--CN has completed its tie installation program between Edmonton and Vancouver, with 1,483,000 ties being installed on 560 miles of the 745 mile main line. However, the railway has temporarily shelved its plan to double track its line between Edmonton and Vancouver due to its current poor financial condition. The project is worth \$500 million.

BC Rail: The Provincial railway celebrated its 75th anniversary on Feb. 12, 1987; its predecessor, the Pacific Great Eastern Railway, was created by the B.C. Legislature on that date in 1912. It survived beyond the railroad building fever of the time because enough of it had been built for the government to see it through when the economy turned sour. In the years following World War II the railway fuelled the creation of resource industries in Central and Northern B.C. Today BC Rail is Canada's third largest railway, a world leader in engineering technology and the operator of the state-of-the-art electrified system in the northeast coal fields.

CPR 1903-vintage steam crane 414325 and matching idler car have been acquired by the Prince George railway museum group.

The Arbutus section of CP's onetime Vancouver and Lulu Island Ry. has been in the news recently, with CP seeking to abandon the line.

The Vancouver Wharves operation has received its first EMD locomotive, ex-Missouri Pacific SW1200 1279, delivered in January, 1987.

The dream of high speed rail between Calgary and Edmonton has been shelved because of current economic conditions. A report commissioned by the Alberta Government claims that the system would cost even more than the \$1.3 billion figure that has been mentioned in other studies, and would not attract enough customers to make it economic. However, the government believes that the project will go ahead in the future, and is considering spending \$27 million to purchase a right-of-way for the system.

Edmonton City Council has approved the purchase of 23 properties in South Edmonton in anticipation of LRT construction. Two traffic circles on 114th St. will be replaced in a manner which will allow LRT construction to occur either above or below ground. Thirty-seven properties will have to be purchased to bring LRT along 114th St. between the University of Alberta and the University farm. Meanwhile, 87th Ave. has been chosen as the route for a proposed Western LRT extension.

--CNR Oriole station was removed by Teperman and Sons on Tuesday, April 7 and the site cleaned up. The structure was demolished.

--CPR's Parkdale yard has been transformed into a container depot. The tracks have been relaid to enclose a long, asphalted yard which is now piled high with blue 'CAST' containers. The brick yard office has been demolished and replaced with prefabricated 'Trail Van' offices.

--The line of six assorted TH&B GP7s and 9s stored at John St. for several years was moved in early April, presumably for the rebuilding mentioned in the April NEWSLETTER.

--Bob Sandusky

--VIA Rail held a presentation ceremony officially launching its new uniforms at 10:00 a.m. on Tuesday, April 28 in the West Wing Waiting Room of Toronto Union Station.

Distribution crew: George Meek, Al Maitland, Stu Westland, Don McCartney, Ben Mills, Norm Cardwell, John Thompson, Mal Smith, Dave Scott.

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