



Newsletter

INCORPORATED 1952

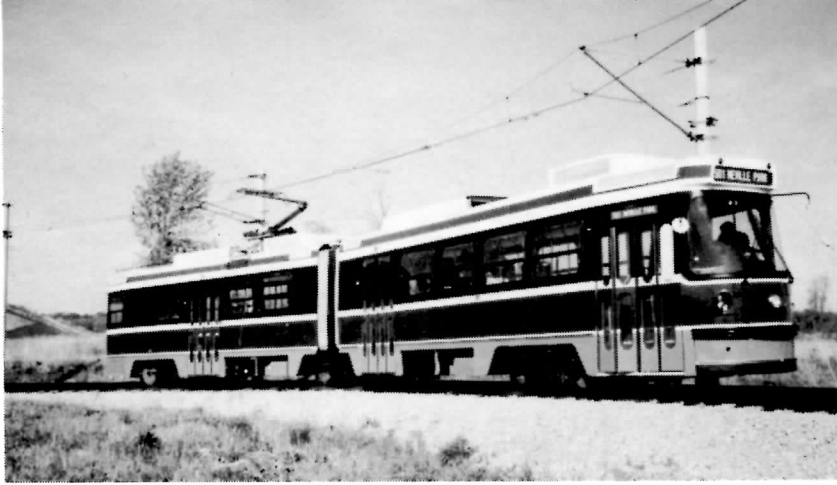
NUMBER 452

JUNE 1987

OT, H + B ERA



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



The first TTC ALRV, 4200, is put through its paces at the UTDC test track near Kingston, Ont., May 20, 1987. The car has been equipped with a bow collector temporarily but will sport a regular trolley pole in Toronto operation. The ALRV lacks its number and TTC crest, but already has a roll sign, turned up for 501 Queen, one of the routes on which it will operate. The boxes on the roof are for the ventilators and the brake resistors. Notable differences between this car and demonstrator 4900 include redesigned trucks, two sets of chopper controls, and standard foot controls instead of hand control. The first of the TTC's 52 ALRVs is expected to reach Toronto this summer.

--Photo courtesy Ray Corley



Two of the locomotives that helped the ONR to complete its dieselization program were FP7A 1510 outshopped by DDGM in June, 1952, and GP9 1600, which left the London shop floor in July, 1956. The 1600 lacks the dynamic brakes so often associated with Geeps, but does have the less-familiar roof-mounted air reservoir tanks, as well as a steam generator for passenger service (note the stack in front of the bell). At the time that these photos were taken the units were still resplendent in the road's 1950s vintage dark green and yellow paint scheme, with red trim and, on the 1600, red numbers.

--ONR photos





The End Of The Line

by Paul Wilson,

Hamilton SPECTATOR staff

(Editor's Note: The following article appeared in the Hamilton SPECTATOR on May 2, 1987, six days before the official corporate windup of the Toronto, Hamilton and Buffalo Railway. The two articles following it appeared in the same newspaper on May 9, the day following the official demise of the railway as a separate identity.)

THE TH&B—a railway that's been dying by inches for years—will be officially put to sleep Friday. At 11 a.m., R.S. Allison, President of CP Rail, will stride into the nearly deserted Art Deco station of the Toronto, Hamilton and Buffalo Railway on Hunter Street East. He'll ride the creaky elevator to the fifth floor. Waiting for him in the corner office will be the Board Members of the TH&B. Some of them are in their 80s, once captains of companies like Stelco and International Harvester. Mr. Allison may sit at the big oak desk, with the Board seated around him in the old green leather sofa and chairs. The men will talk about the TH&B for a time and then they'll sign the papers to put it out of its misery. The name will disappear and the railway will become one small limb of the CP Rail corporate body.

There may not be much reminiscing that morning. Certainly not from 84-year old Percy Hankinson, Board Member and once the Vice-President of the TH&B. "Maybe the TH&B did help build this city, but now the city's built. Would you get upset if someone bought the corner store? I don't let silly sentiment get in the way."

TH&B: To Hell and Back; Tired, Hungry and Broke; Tramps, Hoboes and Bums. Those all surfaced through the years. But it was serious enterprise that brought the TH&B to this city in 1895. It served as the Canadian handler of the New York Central System's service between Buffalo and Toronto. The first TH&B headquarters was an ornate red stone castle, used until 1933. Then the company looked to the future and erected the present 'International Style' clean lined terminal across the street. Eight passenger trains a day steamed into the crowded station. But after the Second World War the auto took over. The last passenger train to Buffalo left six years ago and that propped-up run had been nearly empty for years.

CP Rail bought 100% control of the TH&B 10 years ago. The statements of the day were that nothing would change—the cream and burgundy colours would not fade away. "They said they'd leave it alone and they didn't," says Sydney Levett, 73, a retired TH&B Conductor. "First they disposed of the TH&B Police. Then the Traffic Department. It kept happening, one piece at a time."

The TH&B workforce, nearly 1,000 in the 40's, is down to about 150 now. Every month a few more employees leave the offices of the six-storey terminal, bound for retirement or Toronto CP Rail operations. Only about 20 people are left in the downtown Hamilton building.

Mr. Levett says the TH&B is a big part of Hamilton's history. He's asked several politicians to help him persuade CP Rail to save the name, "but that bunch at City Hall won't fight for anything, anymore." Regional Chairman Bill Sears says he's had calls and letters about the TH&B "and essentially I have to agree...things change and we lose sight of our heritage. I'm not convinced the name change is necessary but it's not something I have any power over."

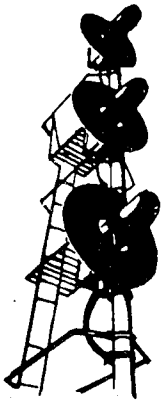
Frank Dixon, Assistant General Manager of Operations with CP Rail and General Manager of the TH&B in the final hours, describes what will happen Friday as "a paper exercise" with no effect on operations. "It would take a lawyer to explain," he said from his Toronto office. "But essentially, the TH&B will go from a wholly leased railway to a wholly leased subsidiary. And then, for instance, if CP used a TH&B boxcar, there'd no longer be a need to record that in some set of books...the TH&B identity will disappear."

HUNTER STREET STATION IS FOR SALE--AT THE RIGHT PRICE

by Paul Wilson,
Hamilton SPECTATOR

Tear down the TH&B Hunter Street Station?

Never, say city historians. Maybe, says CP Rail, owner of the Art Deco structure. Only 20 people are still working in the offices of the six-storey building. At some point, probably not long from now, the terminal will no longer be needed, admits Frank Dixon, Assistant General Manager of Operations for CP Rail. And then, he says, there are three options: --Someone else uses the building for office space. There have been a number of enquiries.--The station becomes



NEWSLETTER

The Newsletter is published monthly by the
Upper Canada Railway Society,
Box 122, Station "A", Toronto, Ont. M5W 1A2.

Editor: Stuart I. Westland, 78 Edenbridge Dr.,
Etobicoke, Ontario Canada M9A 3G2.
Telephone (416) 239-5254

Assistant Editor: John D. Thompson
(416) 759-1803

Activities Editor: Ed Campbell (416) 255-1924

Please address all correspondence relative to
the Newsletter to the Editor at the
above address.

CPR 1201 FANTRIP--On Oct. 4, 1987, the Bytown Railway Society will sponsor a fantrip from Ottawa to Pembroke, Ont. over CN's freight-only Beachburg Sub, formerly the route of the 'SUPER CONTINENTAL'. The consist will be chiefly ex-CPR coaches, painted in that railway's traditional maroon. The locomotive is in its correct CPR livery. Although details are still being worked on, the day will feature runpasts and an approximately two-hour layover in Pembroke while the engine is serviced. This time should allow passengers ample opportunity to check out the CN facilities there as well as any action on CP's main line which also passes through the community.

Ticket price is \$50 per person, payable by cheque or money order to the Bytown Railway Society, Box 141, Station A, Ottawa, Ont. K1N 8V1. When ordering tickets, please clearly print your name, address, postal code and telephone number. The BRS reserves the right to cancel the trip at any time; in the event of cancellation, all money will be refunded.

DON STATION RESTORATION--The Toronto-Donlea Chapter of the Association of Professional Engineers of Ontario has decided to restore the former CN/CP Don Station (preserved near Pottery Road in the Todmorden Mills Museum in East York) to its original condition as constructed in 1899. The station stood between the Don River and the CN/CP (Toronto Terminals Ry.) trackage, adjacent to the south side of the Queen Street East bridge, until 1968. Depending on the level of volunteer support received, work will include the removal of the "modern" wiring and lighting system and the installation of period lighting; redecorating and refurbishing of the waiting room and Agent's office; refinishing of exterior walls; installation of period accessories such as station signs, the order board, benches and telegraph equipment, and the reconstruction of the station platform.

--APEO "Engineering Dimensions", via Mike Lindsay

HARBOURFRONT LRT LINE GETS OMB NOD--A decision has been handed down by the Ontario Municipal Board on the appeal by certain waterfront residents against inclusion of the TTC's Harbourfront LRT Line in the Metropolitan Official Plan. The Board rejected the appeal based on the weight of evidence presented by municipal and TTC witnesses demonstrating that the line is justified in the overall transportation context of the Central Bayfront-Harbourfront area, and that the line will carry 15,000 passengers per hour/peak direction (it is a little difficult to speculate, for this line, just when "peak hours" will be: summer Sunday afternoons?) It is to be hoped that this clears away the last hurdle for Toronto's first true LRT line (it has been a long time in coming).

In any case, the TTC has moved swiftly to call tenders for three separate contracts for construction of the facility, as advertised in the local press on June 2, with all tenders returnable by July 13. One of the contracts is to cover the underground section of the line (Bay St.), together with the terminal loop and connection into Union Subway Station. The second covers the Queen's Quay West surface section, while the third is for substation equipment, to be housed in a building adjacent to the westerly terminal loop. Construction of the line is scheduled for commencement immediately following Labour Day.

--Legislation to study the feasibility of electrifying Conrail between New York City and Buffalo has been introduced in the New York State Senate. The Transportation Commissioner would conduct the \$1 million study as a first step towards enabling the conversion from diesel to electric propulsion on this key section of the Conrail system.

--The Call Board via the Semaphore (Rochester Chapter, NRHS)

COVER: It was 30 years ago--June 25, 1957, to be precise--that rapid exhaust and chime whistles vanished from the provincially owned Ontario Northland Railway. Here, proud Pacific 701 leads the road's last steam run at Latchford, Ont. The dates of the ONR's first and last steam runs were emblazoned on the engine's running board skirting. The roundhouse forces did themselves proud on the Pacific, repainting the boiler in glistening black and giving the skirting, cab and tender a fresh coat of green, with beautiful gold lettering and the railway's crest on the smoke deflectors completing the job. Fortunately, the 701 has been preserved, beside the Englehart station. It was outshopped by the Canadian Locomotive Co. in 1921.

--Paterson-George Collection

a downtown terminus for GO Transit; the station is torn down and a new development is built on the prime piece of core area real estate.

That could happen quickly. If someone offered enough, he could get the TH&B Terminal today. It's not on the market yet, says Mr. Dixon, "but at the right price it's for sale". Tearing it down would set off some screams. In a recent newsletter of the Architectural Conservancy of Ontario, member David Cohen blasted CP for blocking Hamilton's attempts to designate the building under the Ontario Heritage Act. "Anyone with even the slightest sensitivity to Hamilton's built environment could not help but notice the station", he writes. "It was designed to be noticed, both in its setting and composition. "The building's centre axis is precisely at the point where Hunter and Hughson form a T-junction. That station commands that intersection as few buildings command their sites in Hamilton. For CP to deny that this building possesses historical and architectural interest is tantamount to maintaining the earth is not round.

But CP's position hasn't changed. "That's not a heritage building," says Mr. Dixon. "If it's declared a historic building, the development would be limited. And that's a valuable piece of property." He just authorized a \$75,000 job to repair leaks in the roof of the empty waiting room. But that's the only improvement the building gets for now. There's no flag on the pole out front. There are no hands on the clock inside. The bronze TH&B war plaque is still mounted by the front entrance--the names of employees who served in the First World War. Nine dead, 16 wounded and 99 who escaped injury.

The oak trimmed leather seats in the concourse are long gone, but they're still in place in the lounge of the men's washroom. Have a seat and drift back to the '30's. Gaze up to the half moon lamps and the old Northern Electric box loudspeakers. You won't hear a call for New York City, but you might feel a freight rumble overhead. Al Cohen runs the deli tucked into a corner of the terminal, but he's never relied on train travellers. It's lawyers and jurors from the courts nearby who come in for his big pastrami sandwiches. How does he like having a business that opens out onto a ghostly reminder of 50 years ago? "There's some mystique to it, I guess", he says. "But the heck with the mystique. I'd rather have the crowds." He and a lot of others think that the TH&B Station is perfect for GO.

Last year both Regional and City Council asked the Province to extend full GO train service to Hamilton. And they both said the downtown terminal should be the TH&B. It's an old idea. Twenty-three years ago, the Ontario Government left Hamilton out of its rail commuter program. So in a brief filed soon afterwards, Mayor Vic Copps offered the TH&B building as a western terminal. No one listened.

What makes anyone on local government think that Ontario is ready to respond now? According to Regional Chairman Bill Sears, the demand is now there. Maybe he's right. According to a 1965 news clipping, 12,000 Hamiltonians travelled to Toronto each day--30 by train, the rest by car. GO Transit says that there are now more than 2300 people a day using the system--1500 who make the round trip on the GO bus, another 600 who take the bus as far as Oakville and get on the train, and more than 200 who use the three GO trains that leave the CN (VIA) station on James Street North each morning. Some argue that the buses are doing a good enough job of moving people, but Mr. Sears says that the Queen Elizabeth Way is getting too crowded. And he sees the TH&B site "as a real focal point...something that will bring people into downtown Hamilton, not just out to Toronto." While he says it would be "nice to maintain some feature" of the historic station, he's not convinced it could be saved. "We'd be looking at more parking, a lot of buses and GO Transit. We'd be talking about something that's much, much different".

Ontario Transportation Minister Ed Fulton said six months ago that mid-1990 is the earliest date for full Hamilton-Toronto GO train service. "I've never accepted that," says Mr. Sears. "That's not good enough for us". A full study on GO service to Hamilton, including the feasibility of using the TH&B station, is supposed to be out this summer.

End of the Era

by Paul Wilson, Hamilton SPECTATOR staff

The enemies of the railroad were science fiction in 1895. Nothing was more modern than the steam locomotive. About 1000 citizens milled around the corner of Hunter and James at about 6 p.m. on Dec. 28 of that year to witness the first TH&B train passing through the just-constructed Hunter Street Tunnel--a muddy, hurried project that took three lives. When the big engine steamed into sight, the crowd cheered and waved. According to the man from The SPEC, "the whistling of the engine attracted people from all the side streets and the banks were lined with spectators whose faces, outlined against the dusk by the engine headlight, peered over the edges." And for the next half century, the passenger train was king.

You could even use the train for a summer vacation on far away Lake Erie. The TH&B put out a flyer in the 1920s promoting the joys of vacationing in Port Maitland--just \$12 a week at Mrs. Siddall's Willow Dale Hotel. And if you caught the 9:03 a.m. train out of Hamilton, you'd be in Smithville at 9:44, Dunnville at 10:25 and sniffing the lake breezes at Port Maitland at 10:50.

Up until 1933, the TH&B Hamilton station was an ornate Victorian palace. But when the new station was built, the New York architects chose a daring clean line style to meet the future. The TH&B baggage room was open day and night, the redcaps were run ragged and you were lucky to get a seat in the coffee shop. But in April, 1981, four years after Canadian Pacific bought complete control of the TH&B, the last passenger train left the Hunter Street Station.

Hamilton promptly launched a huge suit against CP for killing the service. Nearly a century earlier, in 1894, Hamilton lent \$225,000 to the TH&B, with the proviso that the railway maintain regular passenger service to and from Welland--or repay the loan with interest, which compounded to \$40 million. The city trimmed the claim to \$14 million and two years ago finally accepted a Supreme Court of Ontario settlement of \$1.83 million. "I'm not happy, but that's the best we can do," said the head of the city's transport committee.

The freight business continues. These days it's steel from Hamilton and Nanticoke, phosphate rock to Port Maitland and mixed freight to and from the United States. Through traffic now accounts for 40% of the volume. The big brick TH&B roundhouse, a block south of The Spectator building, is still functioning. Built in 1929, the year the stock market crashed, it houses the remaining aging cream and burgundy TH&B diesels. Number 52 sits outside the wooden doors of Track 27, with cans on its stacks to keep out the rain. Six other diesels have been shipped to Montreal for an overhaul--and when the work's complete they'll get a coat of bright red CP Rail paint.

The 10 working TH&B diesels are scratched and faded--their last TH&B paint job was about six years ago and they won't get those colours again. But diesel supervisor Mike Shwedyk says his fleet still does its job--even the oldest unit, No. 51, built in LaGrange, Ill. in 1947. "Everything's replaceable. The wiring, the engine, the wheels. These can go on forever. But not the TH&B. "CP hasn't treated anyone unfairly," said Mr. Shwedyk, who came to the TH&B 37 years ago. "When you see what happened in other places you realize that. Sometimes I think I've got the best job in the world."

Sydney Levett, a 73-year old retired conductor, says working on the TH&B's "family railway" was great. But he doesn't take the burial of the TH&B so calmly: "This is devastating." His father Charles was with the line too--a car shops man who did the fancy work on the coach interiors. Mr. Levett bought the last ticket for that final passenger run to Buffalo. He's given it, along with his conductor's punch and other mementoes, to a friend who is going to convert his rec room into a TH&B museum.

But Mr. Levett thinks that there should be something much more visible. He's watched City Hall's interest in the expensive job of raising two American warships. And he thought the politicians should want to do something to halt the slipping away of the TH&B name. He got nowhere. "I'm ashamed to say I was raised in Hamilton," says Mr. Levett. "The TH&B means a lot more to the history of this city than those two old boats."

--All of the foregoing TH&B articles forwarded by Mike Lindsay



NO NEW CARS

Federal Transport Minister John Crosbie announced in mid-May that VIA Rail will not be receiving any new Superliner, Canadian-designed bilevel, or any other design of new passenger train equipment. The carrier will be supplied with \$361 million in Federal funds over a five-year period to refurbish 200 passenger cars, to purchase 19 more new locomotives, to expand maintenance facilities, and to improve stations. The plan, as announced by former Transport Minister Don Mazankowski in January 1985, had been to purchase 130 new two-level cars to re-equip the transcontinental trains.

Opposition MPs denounced the government's decision to renege on the Mazankowski promise, with predictions that the lack of new equipment would "force reduced service" and would mean "throwing good money after bad". Mr. Crosbie later told the press that he agreed that VIA would ultimately need "some new cars", but immediately tempered even this bit of optimism with the observation that "there will have to be another decision on rail passenger service in Canada and whether the public still wants it". He also said that the government has dropped plans to cut Federal support to VIA to \$400 million annually by 1990-1. There will be a set level of financial support and the government will seek additional funding if extra money is needed to maintain all VIA operations. The \$361 million will be in addition to the \$2.1 billion budget allocated to VIA for the next five years. Long promised legislation to make VIA an official entity won't be introduced until this fall at the earliest, Mr. Crosbie said.

A VIA spokesman said that refurbishing the cars (basically the 1955 vintage ex-CPR BUDD built stainless steel equipment) should begin next year and be completed in 1992. Completion of the project will come 10 years after VIA first proposed refurbishing its best cars, including a switch to electric (HEP) from the troublesome steam heating system. That plan was rejected by the Conservatives in 1985.

VIA will improve 200 of its 400 transcontinental cars, enough to meet peak winter demand; 150 of these will be the BUDD cars. The other cars will be kept for the heavier summer travel period, when steam heating does not in general pose a problem.

Construction of maintenance shops in Halifax, Winnipeg and Vancouver should begin this fall. VIA proposed the facilities four years ago, but they were delayed when the Conservatives came to power in 1984. The VIA spokesman said that no decision had been made on when new locomotives would be ordered. VIA has yet to receive the last 10 of 30 F40PHs it has ordered from DDGM. Mr. Crosbie's statement said that the equivalent of 300 year-long jobs will be created in building the maintenance facilities and 2500 year-long jobs generated in passenger car conversion. He said that Bombardier and the Urban Transportation Development Corp. could bid for the refurbishing contracts, as could CN Rail.

--various press reports, including Hamilton SPECTATOR, via Mike Lindsay



EDMONTON TRANSIT *Notes*

South LRT II Update--To date, the SLRT Phase II extension project is basically on schedule to meet the completion date of August 1989 for the northside facilities. A review of the project cost indicates that it is also within budget. The City of Edmonton Water and Sanitation Dept. has the contract for the construction of the first section of tunnel, from the North Portal area to the crossover excavation located west of 109 St. and south of Jasper Ave. The mole is being used for the tunnelling. In addition to the tunnel work by the W&S forces, a further tunnel contract is underway for the balance of the tunnels on the north side. The contractor for this work is W.A. Stephenson Construction (Western) Ltd.

Construction is under way on the piling and road slab contract for Grandin Station (Government Centre). 110 St. between 98 and 99 Avenues has been closed to traffic. Fortway Dr. reconstruction is complete. Design work for the major civil works between Corona Station and the North Portal is complete. Final track, communications, mechanical and electrical designs for this section were to be completed by mid-1987.

Preliminary engineering for the valley structures and the tunnel to University Station and including this station is underway. The second contract for the Grandin Station closed Apr. 30. The pedway connecting Grandin Station to the Legislature Buildings closed Apr. 27. Construction is due to commence this summer. The name 'Grandin' pays tribute to the Late Bishop Vital Grandin and the community and school that were named after him. The full name, as above, will appear on all signs and media with the exception of the precast wall of the main entrance where only the name Grandin will be shown.



Description of South L.R.T. Phase II Extension

In accordance with City Council's approval of the single track option in January 1985, the South L.R.T. Phase II Extension consists of:

- 1) the engineering and design of approximately 2.5 km of underground tunnel and River Valley bridge structures between Corona Station on Jasper Avenue and 107 Street and the centre of the University of Alberta campus at 89 Avenue and 114 Street.
- 2) the construction of approximately 1 km of single track tunnel including an underground passenger station and pedway between Corona Station and the North River Valley Portal at Fortway Drive.

Construction from the North River Valley Portal to the University of Alberta Campus station is contingent upon future funding availability.

The two tracks at the Corona Station will continue in a tunnel section southwest to the CP Rail tracks and will include a double crossover and tail track. A single track will be laid in a tunnel south from the CP Rail tracks along 110 Street, through the Government Centre Station to the portal on the north riverbank. Two tracks will be laid across the new L.R.T. bridge and on the south embankment reverting to a single track before the portal on the south riverbank. A single track will be laid in a tunnel to the University Station on 89 Avenue, including a tail track to 87 Avenue and 114 Street. L.R.T. trains will operate both ways on the single track with the passing of trains occurring on the river bridge.

Tunnel - Corona to Grandin Station

- twin tunnel from Corona to allow for crossover and tail track to just north of 100 Avenue and 110 Street.
- single tunnel (southbound) under 110 Street to Grandin Station.
- NATM style of construction from Corona to crossover cavity, TBM style of construction from North of 100 Avenue and 110 Street to Grandin Station.

Grandin Station

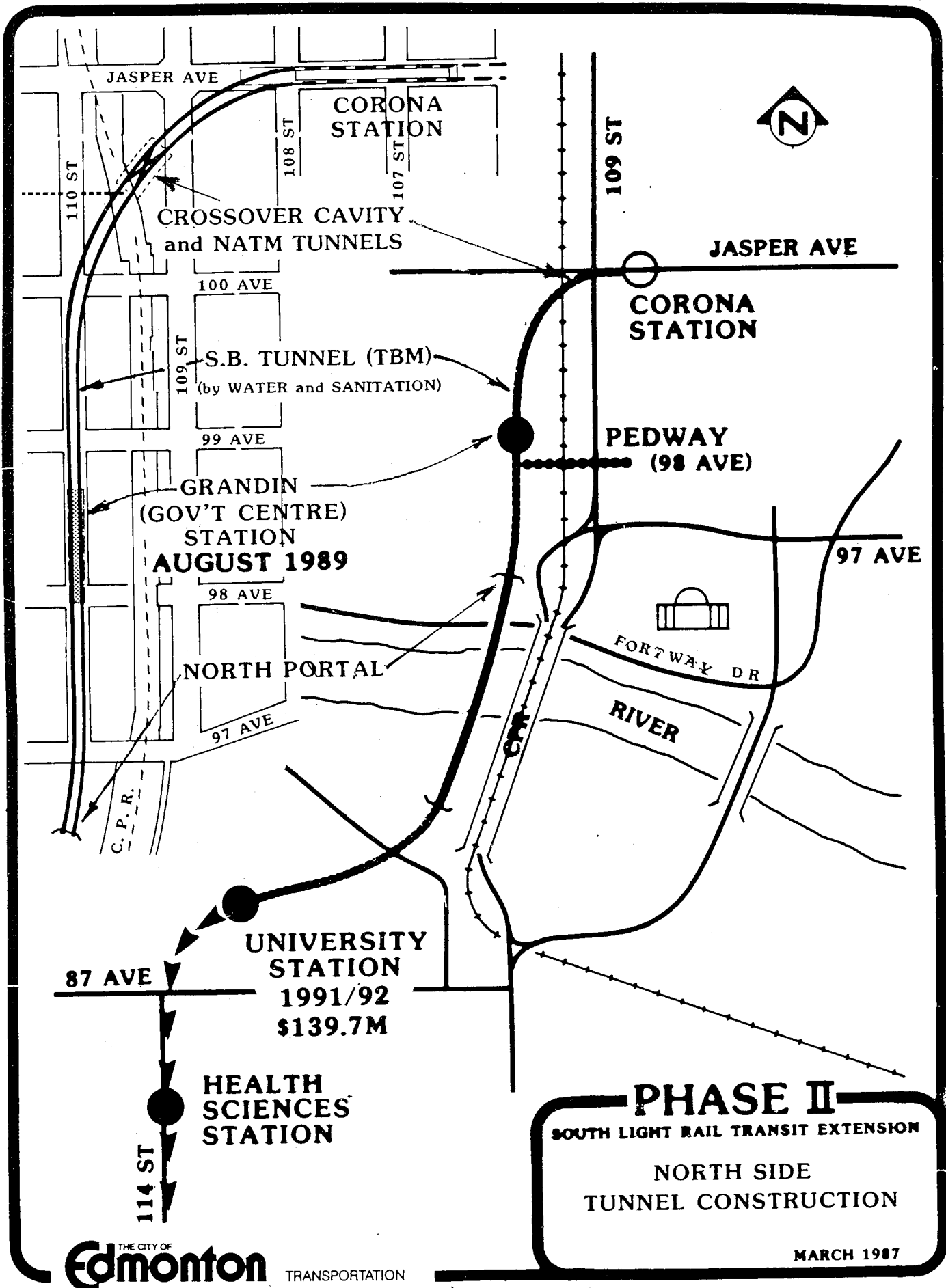
- located under 110 Street between 98 Avenue and 99 Avenue.
- depth 17⁺ metres (56⁺ feet).
- Cut and Cover Tangent Pile Construction with Inclined Piles on East Side.

Pedway to Government Centre

- connects south concourse of Government Centre Station to the Government Centre complex east of 109 Street.
- in tunnel, under 98 Avenue, CPR tracks and 109 Street.
- open cut style of construction.

Tunnel - Grandin Station to North River Valley Portal

- single tunnel (southbound) to North Portal just above Fortway Drive.
- TBM style of construction.



North River Valley Portal

- located just above Fortway Drive and approximately 70 metres west of High Level Bridge.
- Fortway Drive to be realigned to pass under L.R.T. tracks.

River Valley Structures

- commence just south of Fortway Drive and over River Road, the river and access road on the south bank.
- bridge is slightly over 9 metres in width and will carry two tracks.
- elevation of bridge is about 23 metres above water level (about 1/2 the height of the High Level Bridge).

South Fill Embankment

- a large fill about 16 metres high is required to carry two L.R.T. tracks from the river bridge to the South Valley slope. Other structural options are being reviewed.

Tunnel - South Portal to University of Alberta Station

- the alignment curves to a southwesterly direction as it intersects the south bank about 70 metres west of the High Level Bridge.
- a single tunnel (southbound) continues to the centre of the University, swings to the south on 114 Street south of 89 Avenue and ends at 87 Avenue.
- style of construction is under review.

University of Alberta Station

- located under 89 Avenue between 114 Street and 112 Street.
- depth 28 metres (92 feet).
- most likely will be a mined station.

Distance from Corona Station to University of Alberta Station - 2.4 km

LRT Station Washrooms--ETS has made a recommendation, concurred in by the City of Edmonton, that there be installation of public washrooms in new and future LRT stations when it is practical and economical to do so. Operating hours will be established according to demand and other considerations.

Tunnel Washer--The ETS LRT Equipment Section recently designed and purchased a tunnel washer as part of its auxiliary vehicles fleet which will be used by the track crew. This unit consists of a 1000 gallon water tank and a motor-driven pump capable of providing 400-450 psi. It is a skid mounted unit and can be loaded onto the lo-railer. The lo-railer and washer will be taken into LRT tunnels to allow the track crew to high pressure wash the walls. Already, most of the bored tunnel has been cleaned with this unit. --ETS "Transit News"

VIA'S NEW UNIFORMS LAUNCHED NATIONWIDE

VIA Rail Canada launched its new uniforms for on-board and station employees on April 28, as part of its overall program to upgrade the image of passenger service. Approximately 2000 employees across the country are to wear the new look, the first introduced by the carrier since its creation in 1977. Designed for VIA by Montrealeur Michel Robichaud, the basic uniform consists of a three-piece suit, with burgundy as the primary colour for station employees and medium grey for on-board services personnel. Depending on their job classifications, on-board staff wear either a medium grey, navy blue or harvest gold vest. Station employees wear a burgundy vest. Pants and skirts are the same medium grey for both station and on-board staff. Accessories include a grey striped shirt or blouse and co-ordinated tie or bow.

The new uniforms' main feature is their ability to meet the need for easy identification and on-the-job mobility in a cost efficient manner. For example, on-board employees who are qualified in more than one job classification simply change the colour of their vest as they move back and forth between positions. "The new uniforms are part of our ongoing program to modernize and improve our service to customers", said VIA's Executive Vice-President, Eldon Horsman. "They are quality garments that give our employees a co-ordinated look, inspire professional pride and make them easily identifiable to the travelling public".

VIA's new uniform program cost close to \$3 million. Employees in service before April 28, 1987 received their uniforms free of charge. New employees hired on or after that date will share the cost of their uniforms with VIA on a 50-50 basis. All front line employees will receive a grooming and maintenance allowance of \$30 monthly. --VIA Rail release

--Two vandals, one with a chain saw, cut through one tie and damaged three others on the CP Rail bridge across the Eramosa River in south-east Guelph, Ont. on May 14. The line was closed until repairs were made. Other (the same?) parties had doused the same bridge with gasoline and set it afire in November, 1986, causing closure of the line until repairs could be effected. On the more recent occasion, the miscreants were frightened off by the University of Guelph security patrol and left the chain saw at the scene. -Bruce McCarvell

BOOK REVIEWS

LIMA, THE HISTORY by Eric Hirsimaki

Published 1987 by Hundman Publishing Inc., 5115 Monticello Dr., Edmonds, Washington, U.S.A. 98020. Hardbound, coloured dust jacket, 8 1/2" x 10 3/4", 351 pages, about 430 photographs, 25 reproductions of printed matter, three small plant plans, one map, acknowledgements, Shay geared locomotive construction list, steam rod locomotive and diesel construction list. Library of Congress No. 86-081238.

REVIEWED BY JOHN D. KNOWLES

The author forthrightly states that, in undertaking this work, he set out to write the definitive book on Lima Locomotive Works. He has most assuredly succeeded, for each aspect of the business is explored in thorough and satisfying detail. The author's engineering and business background qualified him to tackle this daunting task. The end product, a handsome volume, is the result of many years of studying the Lima collection of the Allen County Historical Society. He had substantial help from three knowledgeable Lima men, an expert Shay historian and very many other contributors.

The business had its origins in the manufacture of farm and logging equipment. Its first steam traction engine was built in 1876 for farm use. Small direct-connected (rod) engines for logging tramway use followed. Production of Shay geared locomotives commenced in 1880 and during the first decade over 325 Shays were built, as well as 35 rod locomotives and assorted rail rolling stock.

Hampered by a small plant surrounded by other buildings, the firm bought out a rolling stock builder in south Lima (Ohio) in 1892 to obtain growing space, but this relocation plan was soon thwarted as the car works burned down and available funds had to go to replacing it. The panic of 1893 caused great problems for several years; the intended expansion did not commence until 1901 after a reorganization.

The large new plant was kept busy with contracts for overhaul of locomotives of major railroads. By 1911 Lima was building engines for such lines; early orders for six- or eight-coupled switchers.

A reorganization in 1912 as a Virginia company was carried out to obtain financing for a large plant extension. Orders were obtained for mainline railroad locomotives but they were consistently underpriced, resulting in sale of the business in late 1915 as the firm faced bankruptcy. In the meantime the first Mallet compounds had been produced (2-8-8-2s for Western Maryland) and in 1914 rod engine construction at 176 locos surpassed Shays at 62 for the first time.

Under the new ownership of well connected Joel S. Coffin the works entered its most stable era as large orders were obtained from major railroads and manufactured by a staff now headed by ex-ALCO and Baldwin men knowledgeable in efficient large scale production. The President was an ex-Canadian Locomotive (Kingston) man; it transpires that the diamond builder's plate soon adopted by Lima was inspired by the Kingston diamond builder's plate! Lima was involved only in a small way in producing USRA locomotives. The works shipped 96 Shays in 1920, the last year that Shay production was important.

In 1923 Lima became a first class builder with considerably increased plant. The aim was to produce superior quality main line locomotives. The book recounts the stories of two outstanding demonstrator locomotives, Michigan Central 2-8-2 No. 8000 and Lima's 2-8-4 No. 1, both of which quickly produced orders because of showing remarkable increases in efficiency. Later the Texas & Pacific obtained the first lot of its very successful 2-10-4s. Other orders for "Super Power" locomotives followed. By the late 1920s Lima was making cranes and power shovels.

The 1930s depression saw miniscule business, with the plant closed for two years. Grand Trunk Western 4-8-4s Nos. 6405-6410 were the only locomotives produced in 1938!

World War II caused a boom at the plant starting in 1941. The top year was 1943 with 366 locomotives built.

Immediate postwar business was mostly exports; among engines produced for stateside lines were 2-8-4s, 4-8-4s and 2-6-6-6s for Chesapeake & Ohio. The last steam locos were built in 1949; 2-8-4s for Louisville & Nashville and the Nickel Plate Road.

The book relates how Lima, to enter the diesel market, merged with the General Machinery Corp. of Hamilton, Ohio, using a redesigned durable Hamilton diesel as a prime mover. The entire line of designed switchers and road switchers is described, including those which did not result in orders. The largest locomotives produced were 2500 HP transfer units for Pennsy.

Lima Hamilton Corp. merged with Baldwin in 1950. Locomotive production at the Lima plant and use of Lima Hamilton designs soon ceased. Baldwin-Lima-Hamilton remained in the locomotive construction business only until 1956.

The foregoing is a bare outline of the history which is related in the book in an extensive, detailed and entertaining fashion. The persons who guided the destiny of the enterprise over the years are named and their roles described. In addition, short articles cover such things as the company photographers' methods and laboratory, the histories of Baldwin and the General Machinery Corp., the car works, the drawing office, Sherman tank production, the Poppet Valve, the Free Piston Gasifier and rotary snowplows.

The photographs in the book are mostly good to excellent, many being produced in large sizes. No colour is used within the book.

Lima built about 7500 steam locomotives, which are listed in appendices. Older readers may have

to resort to a magnifying glass to read the small typeface used in the appendices. Even with such small print, the list occupies 28 pages. Roster symbols provide for 31 different track gauges! The Shay geared locomotive construction list gives 13 items of information on each locomotive, if known. The Shay list includes 75 engines sold in four Canadian provinces and Yukon Territory, mostly to logging companies.

The rod engine construction list gives 16 different items of information on each locomotive. It shows 37 engines sold to Canadian National subsidiaries or underliers, excluding Detroit & Toledo Shore Line and Detroit, Toledo & Ironton. Other Lima-built engines which cannot be directly identified from the list worked in Canada, including some Sydney & Louisburg secondhand power and Pere Marquette's USRA Mikados from NYC. Due to a mixup in abbreviations, various engines for Arkansas lines are shown as delivered to Alaska. The Yakutat & Southern is placed in Washington state (head office location) rather than Alaska.

This quality production is a worthy memorial to the U.S.A.'s No. 3 steam locomotive builder and No. 5 diesel-electric builder.

(As a footnote, it is indeed encouraging to note that several of the "Super Power" locomotives that won fame for the diamond builder's plate are alive and well in 1987: SP 'DAYLIGHT' 4-8-4 4449, NKP 2-8-4 765, and T&P 2-10-4 610. All of these locomotives have operated in fan-trip service in recent years and probably will do so again. And, in the near future, the pop valves will be lifting again on two other Lima products: Pere Marquette 2-8-4 1225, and Atlanta and West Point 4-6-2 290, a 1926 graduate of the Ohio builder's erecting hall.--JDT)

THE INVERNESS AND RICHMOND RAILWAY by Allister W.D. MacBean

Published 1987 by the Tennant Publishing House, P.O. Box 997, Armdale Postal Station, Halifax, N.S. B3L 4K9. Cdn. \$10.95 plus postage. Softbound, 6"x9", 88 + xi pages, art paper, 53 photographs, three sketches, 11 reproductions of printed matter, two maps, profile diagram, two yard diagrams, locomotive roster, acknowledgements, no ISBN.

REVIEWED BY JOHN D. KNOWLES

This is the story of a 60-mile Mackenzie and Mann property on Nova Scotia's Cape Breton Island which fell out of the Canadian Northern system due to insolvency, was operated as an independent by the receiver but was later leased and finally purchased by Canadian National in 1929.

Construction commenced in 1899 with the objective of serving coal deposits along Cape Breton's northwest foreshore, adjacent to Northumberland Strait. Operation began in 1901.

The author's father was a career employee of the railway; the author himself worked for the line for a time and of course had grown up near it. As a result, the large reminiscences section of the book probably gives a more realistic view of the times and conditions than some other railway writing. Topics include Dominion Day excursions with makeshift equipment, snowplowing, flanging, ice storms, wrecks and more. Statistical tables reveal the financial tribulations of the property.

This book will be of interest to those whose concern is Canadian National underliers.

Notes from Ottawa

by J.M. Harry Dodsworth

--Some leisurely drives to Toronto have given me the chance to review the status of several lines in Central Ontario. The track has been lifted from Glen Miller north to Lake St. Peter on the CN Marmora Sub.; this means that Anson is no longer a junction. Track is still in place on the CN Campbellford Sub., although it does not appear to be in use and a request for abandonment from Peterborough to Belleville has been filed (and recently granted). Many ties have date nails from 1937-40 although some new ties have been laid. The disused station at Stirling is still standing. Madoc Junction has also lost its junction status as the Madoc Spur (history: NEWSLETTER, Feb. 1985) has been lifted. The CP Havelock Sub. does not seem to be used east of the Ontario Rock Company siding (three miles east of Havelock), although track is in place for another 30 miles to the Moira River bridge in Tweed. Much of the abandoned right-of-way (between Tweed and Glen Tay, some 60 miles) is drivable; I drove from Arden to Sharbot Lake (15 miles) without difficulty. Between Tweed and Actinolite, bridge abutments are still visible in the Moira River from the long abandoned Bay of Quinte Railway; some sections of its right-of-way are used for township roads. In summary, this means that there is no active railway in an area bounded by Havelock, Pembroke, Perth and Belleville, which once supported over a dozen lines.

--When it was announced that VIA would refurbish old cars rather than buy new ones, CBC Ottawa used file footage of the NEWFIE BULLET in the CN black and white scheme as an example of typical older equipment!

--Day trips for schoolchildren from Montreal have brought some interesting consists to Ottawa again. The engines and extra cars arrive on Train 31 and return on Train 36; this working has been rostered for two units (AA or AB). On May 7, Trains 31 and 36 had F40 6417 and FPA4 6783 and 10 cars including coach 4486 (ex-GTW). The engines were turned, so the F40 led each way. On May 21, Train 31 was 30 minutes late (engines 6767 and 6772 and nine cars). Train 36 was 10 cars and FP9 6510 led 6767 and 6772 for a rare triple header.

--On May 8, CP ran the Hull local freight to Ottawa Station, where it met Trains 43 and 1 at the west end of the station, then switched four east side industries before meeting Train 33 at M&O wye and running back to Walkley Yard with a bulkhead flat ahead of the engine.

--The new schedule effective June 7 will see all service between Montreal and Ottawa by LRC (except the CANADIAN). Ottawa to Toronto trains are also LRCs (except the overnight train). The trainsets are being scheduled intensively. Train 31 will arrive in Ottawa, then 15 minutes later will back out as Train 32 and turn for Montreal on the M&O wye. Train 35 will arrive from Montreal and 15 minutes later leave for Toronto as Train 45 (this barely permits unloading and

loading, without any allowance for lateness). The Ottawa-Toronto trains will join a Montreal-Toronto train at Brockville with a mid-train locomotive (given the difficulties of coupling LRCs, this could be tricky). While an all-LRC service may make for dull train watching, the operational problems may make it interesting again! (Information from Earl Roberts).

Have Wife: Will Travel

by John A. Fleck

After driving my father's car south for the last time, in November, 1985, my wife Letty and I travelled by train in January, 1986 to attend my father's 80th birthday and to drive his car north for the last time.

A friend of ours drove us to Niagara Falls, New York to take the MOHAWK, Train 62, to New York City. We took this train instead of the MAPLE LEAF from Toronto as it arrives in NYC almost three hours earlier and we would see some of the magnificent Hudson River scenery south of Albany in daylight despite the very short days in January.

Very fortunately, Saturday, January 18, 1986 occurred during a mild spell and the roads were perfect all the way. We were expecting a Turboliner, but an F40 and four Amfleet coaches were waiting for the ontime departure at 10:08 a.m. As the earlier EMPIRE STATE EXPRESS had been recently terminated, this was the first departure of the day for NYC.

Letty's last previous train ride was on the NORTH COAST DAYLIGHT between Willits and Eureka, California, in October, 1985. This was a very slow run, so I convinced her that this trip to NYC and Florida would be a much faster run. The average speed is 58 mph despite 13 intermediate stops and an engine change at one of them, in Albany-Rensselaer. At Syracuse we saw the new station building under construction, and at Poughkeepsie several new coaches built by Bombardier were in the sidings with names such as STORM KING and ELEANOR ROOSEVELT. Poughkeepsie is at the north end of the Hudson River Line of the Metro North Commuter Railroad and, until late 1986, the top speed allowed to Amtrak trains on the 41-mile section to Croton-Harmon was 70 mph. Now it is 95 mph! We kept excellent time until south of Albany, but despite leaving Croton-Harmon eight minutes late at 5:25 p.m., we stopped on Track 42 in Grand Central Terminal before 6:11 p.m., less than two minutes late. We hired a cab to Penn Station to catch the 6:39 p.m. LIRR train to Baldwin.

The next day I rode the 9:52 a.m. train to Penn Station to meet El Simon (now President of the North Jersey Chapter of the NRHS). We rode the IRT Broadway subway line in search of the new Bombardier R62A cars, of which 50 had been received at that time. This route is elevated from about Dyckman St. in Manhattan all the way to 242nd St.-Van Courtland Park in The Bronx, and it crosses the Harlem River on a double deck vertical lift bridge with the famous street, Broadway, on its lower deck. Although we didn't see any new cars while riding this line, we finally saw a complete new train crossing the Harlem River while waiting at the Marble Hill Station nearby on the Metro North Hudson Line for a train to Grand Central Terminal. After having a late lunch with El we returned to Penn Station and I returned to Baldwin.

On Jan. 20, Letty and I took the 9:41 a.m. train into New York and had lunch in The View, NYC's first and only revolving restaurant, 47 floors above 45th St. and Broadway, in the Marriott Marquis Hotel. Then we returned to Penn Station to ride the 1:30 p.m. combined PATRIOT and BAY STATE, from Boston via New London and Springfield respectively. This was Letty's first ride on a 120 mph Corridor train. Now the top speed is 125 mph. We arrived in Philadelphia on time at 2:49 p.m. and had exactly three hours to spend there before catching the SILVER METEOR for Tampa, Florida. We rode a SEPTA Silverliner train from the upper level of 30th Street Station to the bright and handsome Market East Station in Philadelphia's new commuter train tunnel, and did some shopping in the multi-level Gallery Mall. Time was soon approaching for us to return to 30th Street and board our double Slumbercoach Room E on the METEOR, which arrived on time behind one of the new renumbered and regearied E60s which can now run at 90 mph. Letty was quite surprised to see how compact everything was in our Slumbercoach room. We stopped before the Union Tunnel approaching Baltimore to allow the Metroliner Train 123 to stop there ahead of us. We left at 7:36 p.m., six minutes late, but our 90 mph non-stop run to Washington put us there a few seconds ahead of the advertised 8:15 arrival time. I told Letty that the lights would dim while they changed engines, then I went into the station to phone some friends, including Ron Deiter, a fellow UCRS member and now President of the NRHS Washington Chapter, which runs many fantrips and has a Pullman car, DOVER HARBOR, equipped for Head End Power.

Departure was on time at 8:40 p.m. and I had ordered our room on the right hand side so that we could see the many famous buildings of Washington as well as the George Washington Masonic Memorial in Alexandria, Virginia, over 300 feet high. A very fast overnight run put us into Jacksonville 15 minutes early at 9:18 a.m., and we had a good breakfast in the cafeteria dining cars. We left Jacksonville on the nose at 9:43 a.m. and, despite some delays, we were close to time at Orlando. At Kissimmee we moved into an Amfleet II Tampa-bound coach prior to the splitting of the train at Auburndale. Our Tampa arrival was five minutes early at 3:11 p.m., and we rented a car to drive on to Naples, Florida. Amtrak put on a very good performance for Letty's first rides on it!

After a very enjoyable four days in Naples, Florida, Letty and I set out to drive my father's Volvo north to deliver it to my nephew in Toronto. As I wanted to pass through the newly opened 3/4 billion dollar Ft. McHenry Tunnel which takes I-95 under Baltimore Harbour, we passed by Roanoke, Virginia. Although we stayed at a new Comfort Inn just east of Roanoke, we drove into the city to have dinner and to see the famous Hotel Roanoke, a large Tudor Style edifice now owned by the Norfolk Southern Corporation. It was opened in December, 1882 and it has large classic public rooms with grand chandeliers. It will certainly be busy during the Annual NRHS Convention this summer!

En route to Baltimore we drove into Washington on I-66. Before reaching the Capital Beltway which encircles the Washington area, the still unopened (at that time) extension of the Metro's Orange Line to Vienna, Virginia came into view. There were trains in a couple of stations. We were lucky that it was after the morning rush hour as only High Occupancy Vehicles with three or more passengers are allowed inbound in the morning rush hour between the Beltway and Constitution Ave., which runs along the north side of the Mall in downtown Washington. The Orange Line continues for quite a distance in the middle of I-66, and it opened to Vienna in June, 1986.

Having started our day in Roanoke at 6 a.m., we finally arrived home at 3 a.m. the day after. Fortunately we took that day off to recover.

To date I have not been back to Florida; however, I intend to find someone's car to drive down this fall so that I can continue my Northeast Corridor adventures and see the many new developments which have taken place, not the least of which is the opening of the Southwest Corridor in Boston containing the new right-of-way for the Orange subway line and the rebuilt Amtrak (ex-New Haven) main line through Back Bay.

On the morning of May 31, 1986, my phone rang. That call made possible a fabulous trip to Vancouver, Seattle, Banff, Lake Louise, Jasper and Calgary, to be detailed in a future article.

EUROPE 1987

by Kevin G. Mugridge

The rail scene in Europe and the British Isles will take on a new look this summer. The TEE (TRANS EUROPE EXPRESS) will join the dodo in extinction with the exception of the Zurich to Milan GOTTARDO. The best International trains will become Euro-City (EC) trains replacing both the IC and TEE.

Sixty-four pairs of trains will link 200 cities in 13 countries. They will have both First and Second Class accommodations in modern air-conditioned coaches with catering services available to all passengers. The trains have been selected on the basis of high speed performance, with a minimum speed of 90 km/hr (56 mph) including stops. Almost all will require a supplementary fare, and this will include the provision of a reserved seat. They will all run daily with a few minor exceptions to allow for various national holidays.

An additional seven pairs of overnight trains which equal the average speed of the Euro-City day trains and consist wholly of sleeping cars and couchettes (or sleeping cars only) will also be classified as Euro-City trains. This is a big departure from TEEs in that none of the latter ran at night. Add to this the TGV service from Paris to Bern, Geneva, and Lausanne, Switzerland as part of the Euro-City network and you have 90 trains on a daily basis serving the Continent. On the English side of the Channel, the connecting trains from London to Amsterdam, the former Day and Night Boat Trains, became Euro-City trains with the names BENJAMIN BRITTEN and ADMIRAL DE RUYTER. To these add the boat trains to the west coast, now named the EUROPEAN and the RHINELANDER.

To take advantage of newly completed electrification, many Britrail trains on the North East-South West routes were speeded up, some by as much as two hours. This speedup went into effect May 11. The changes on the Continent went into effect on June 1.

Even Italy has entered into the spirit of things. With the advent of the summer schedules FS, the Italian State Railways will convert many lines to an interval time schedule. This will call for attention to running times unheard of since Mussolini demanded that the trains run on time.

Also at this time, the Milan to Rome High Speed Line will have another portion opened. This route has been long delayed by ancient ruins which may not be disturbed but must be bridged or by-passed. On the important Rome to Milan route there will be an IC type train hourly on the hour, with return from Milan at 55 minutes past the hour. They have allowed a brief mid-morning gap for track maintenance.

Not to be left behind, the Swiss will open a new line to the Geneva airport. All internal trains to and from Geneva will start or end at the new station rather than the Cornavin station in downtown. This puts rail service into both of Switzerland's international airports.

Having been advised of these changes in various publications and having a few days at Easter time, I set forth to see first hand what was happening railwise on the Continent.

Early birds with access to air fares can spot not only the worm but low promotional fares that got Luxembourg for around the same price as Miami. It was via my old friend Iceland Air but their DC-8s are as reliable as anyone else's. Good Friday found me and my two travelling companions getting to JFK Airport, New York City in the worst possible way, Piedmont Airlines. Even if Norfolk Southern owns some of it, it is like the Penn Central of the local airlines. A slow transfer from domestic to trans-Atlantic terminals was made and soon we were on our way to Iceland, a country without railroads. Our mandatory stop was made at the newly opened Leif Erickson Airport, all of four days old. Our layover was minimal and we were off to beautiful downtown Luxembourg, home of CFL. No, not the Canadian Football League but the Railways of Luxembourg.

From previous experiences I used a downtown hotel in the area of the rail station rather than one further downtown on the other side of the river. Here I had our Eurailpasses validated. The new bargain in Europe for groups of at least three travelling together is a three party or more Railpass. This summer they are \$210 U.S., per person, for a two week First Class one. Similar savings are found on the longer ones.

The Hotel Kons was just about directly across the street from the Gare Central with its bell tower and large Mousel beer sign. We were not quite high enough to peek over the main building to see the tracks. As reported earlier, the traces of a tram system are still in the street in front of the station.

While getting the passes validated I picked up some reservations for various trains we were to use. Even though our departure was eight days away we ended up on what I would describe as an overflow car on the IC train VICTOR HUGO from Paris to Luxembourg. The other main reservation was for space from Koblenz to Basel on IC Train No. 3, the AMSTERDAM to Basel and Chur Rembrandt. It was now time to sample the local veal and vino and off to bed after a really long day.

I had scheduled a leisurely 9:14 a.m. departure for Koblenz. This line of DB, the German Federal Railways, leaves the station along with the CFL lines to the north and then heads off in a northeasterly direction. At this point it is a single track line that winds its way out of town past the end of the main runway at the airport and off in the trees and forests of the Grand Duchy.

Before we left, I was able to get some shots of CFL diesels. In an area with as much electrification as this, they are rare. The yard units were descendants of Alco RS3s both in looks and sounds. The road units were not typical of any North American units. They were double ended like many Brit Rail units. A Brussels-bound train arrived behind CFL electrics and changed ends to depart behind CFL diesels. Most of the consist was OB, Belgian Railways' equipment: well groomed but not as new as that on many other systems.

Our train, an unnamed semi-local, was all DB equipment from engine to combine. The First class car was second from the German version of the AEM-7, built by Krupp in 1973. They are rated at 4000 Kw/hr or about 5300 hp at 45 mph. The unit matched the rolling stock's dark tomato soup red and cream livery. It was more than ample for the three Second class coaches, one First class coach, and combine.

While we waited to depart we also got a good look at CFL's new electric MU equipment that began to arrive late last year. The motor units seat 54 and have a small baggage compartment. They are 1600 hp and have a top speed of 100 mph. Twenty-two of these units will be in service by late summer of this year. They are set to run on either 25,000 volts 50 Hz or 15,000 volts 16 2/3 Hz current. Since CFL connects with both the DB using the 15,000 volts and SNCF using the 25,000 volts as standard, this is necessary.

Our coach was a compartment one and only moderately filled. Easter brings about a long weekend in Europe with both Good Friday and Easter Monday being holidays. Those not normally working on Saturdays really get a break. As the second hand passed the minute mark at 9:14 I sensed that we would be off to a late start, almost 20 seconds. While letting the passengers fend for themselves on opening and closing doors saves some time and manpower, they all have to be closed as the train leaves the station. Closing doors was the cause of our delay.

The single track betrayed the branch nature of this line but the signalling and frequent passing sidings told of its heavy use. It is 163 km (102 miles) Luxembourg to Koblenz. The branch sees six through trains each way and five more trips requiring a change at Trier. We had been allotted 2:01 for the trip, including eight scheduled stops. Actually, we made four more.

We picked up a second track after crossing the border. We must have all been good citizens since the Customs inspectors did not even get on board. The only suspicious character on the train was a large six foot brown rabbit carrying a basket of candy.

The banks of the Moselle rise steeply off the river but every square furlong (or whatever the metric equivalent of acre is) was under cultivation. Even "Rocky", the Great Northern's mountain goat, would have had trouble getting to some of the places where the grapes were being grown. The morning haze was slowly lifting by the time we reached Trier. This is a fair sized junction point for DB with lines radiating off in all directions under wires blotting out the sunlight but carrying clean, cheap silent hydro-electricity. Even with a few unscheduled (at least in Cook's Continental Timetable) stops we were a whole two minutes early. We dutifully waited for station time and then glided off to the northeast.

Koblenz is at the confluence of the Moselle and Rhine Rivers. It is a fairly modern city on the main north-south route of DB. It is a change point for trains to Munich or to Switzerland. They often arrive on adjacent tracks and allow a whole two minutes to wander across the platform to the other train. There are 156 through trains a day, with a sprinkling of locals starting or ending at Koblenz. Much of this traffic is due to the interval service set up and two main destinations to the south. How about that traffic level on even the Northeast Corridor? It averages out to one train every nine minutes all day. This is not really the case since there are only eight trains each way between midnight and 6 a.m. That still makes for a really impressive traffic level.

We planned on lunch at Koblenz rather than a quick connection to Switzerland. We spent a quick hour looking around and for lunch which we washed down with some of the products from the vineyards along the way.

From Koblenz the DB has lines on both sides of the Rhine. The west bank line goes to Mainz, Worms, Mannheim, Karlsruhe and finally Basel while the line on the east bank works its way inland and along the Main and other rivers through Frankfurt, Heidelberg, Stuttgart, Ulm, Augsburg and Munich. Both have heavy traffic and relief lines for through freights to run around the congested areas.

We chose the REMBRANDT IC Train No. 3 running from Amsterdam to Basel and Chur. This train will be the replacement for the TEE RHEINGOLD which runs just an hour ahead of it currently. One of DB's larger C-C electrics had seven Second Class cars, a cafe/express meal car, and six First Class cars in tow. It arrived just before the advertised for its two minute stop. It had to absorb passengers from the IC GORCH FOCK bound for Frankfurt from Kiel and the Munich bound IC KURPFALZ which had made their station stops six and nine minutes before. The train annunciator board shows the location of the cars in the train so that people can line up roughly in the appropriate areas. With Amtrak trains using 10 minutes at Depew (Buffalo suburb) with five car trains, one wonders what has gone wrong.

It is a very scenic route along the Rhine past castles towering over it and the grapes growing all around. DB and the KD German Line offer a great deal of service down the Rhine by ship but our tight schedule would not allow us to use any. This was all the better, since the only rain of our trip came along the upper Rhine as we ran into and out of thundershowers during the early afternoon.

Basel was reached and we were forced to use one of the tram lines to get out to our hotel near the convention and exposition centre. Basel still has a number of tram routes, with four of them looping through the station plaza. Three of these lines went to our hotel but the No. 2 line was the most direct. I had used this line several times before to get to the hotel which I had used in previous years. This line leaves the station plaza on private right of way and then goes into the centre of the street. It crosses the Rhine on the Altebrücke or "Old Bridge" and joins the No. 1, 6 and 8 lines. The No. 6 and No. 2 proceed past our hotel to different loops some 4.2 km and 5.2 km further along. The No. 1 and 8 end in a loop right at the hotel. This is a plaza in front of the exhibition centre and has four loop tracks with enough room for six cars and trailer sets. There are electrically activated switches to get the cars off the main route into the loop and also onto the proper track in the loop. The tram system is not expanding in trackage but has just started delivery on a 25 motor car order from Schindler to add to their 200 motor car fleet. They also operate over 100 trailers. In addition to this operating company, the BVB, there is another company, the BLT, which operates some 80 cars on their routes. I haven't sorted out who runs which routes as yet.

We repaired to the Tambourine Bar to recover from the heat and dust of the day. Then, to await a proper time for dinner, we took a stroll along the main drag and found the No. 14 line, which loops around the Basel Bad station of DB. We could have got off there and reached the hotel just as easily. That gets filed away for future reference. Oh yes; as to the rabbit we had out of Luxembourg; he rode to Basel on the train, giving out candy compliments of DB to those on the train with small kids. The hotel also advised that we would probably find some Easter candy left in our room by the Easter Bunny.

(to be concluded in the next issue)

BY SANDY WORTHEN

1 QC OR NOT QC

A glimpse of current conditions on the Beebe Subdivision, CP Rail, alias the Beebe Sub. of the Quebec Central Railway, is provided by Professor Derek Booth of Bishop's University, Lennoxville, Quebec. Professor Booth is the author of the two-volume work "Railways of Southern Quebec". Formerly the route of many carloads of asbestos fibre from the Thetford Mines, Quebec area to manufacturing plants in the eastern United States, the subdivision has been out of service since October, 1986.

"The lumber transfer operation in Beebe (Mile 33.9) is booming," says Professor Booth, "with the loaded lumber flats being brought in from the Newport, Vermont end (Mile 40.2). Rumours about the fate of the subdivision run all the way from imminent abandonment to an active summer of use, as work is being done on the CP Rail Sutton, QC - Newport, Vt. line (Newport Sub.)."

"On the Beebe Sub., there are a couple of bridges over the Tomifobia River which, in my inexpert opinion, would need some work done on them before anything major could be run over them. But, just this morning, I saw a section crew taking tools out of the Adams section-shed (Mile 3.3), so maybe something is stirring. For some reason, perhaps a legal one, CP Rail seems to be content to leave Quebec Central lines intact, although out of service. Elsewhere, they are most diligent about pulling up the rails as soon as possible after authorization, e.g. Rigaud to Ottawa (M&O Junction)."

2 TWO STRIKES...SOME RUNS!

When is an Industrial action not a strike? The answer is easy: when it occurs in Montreal and the bus and Metro (subway) Operators of the STCUM/MUCTC are involved. But two strikes? Well, that is something else.

When the day sacred to workers worldwide dawned, the bus and Metro Operators had been on a work slowdown for about three weeks. They had agreed grudgingly, under the threat of back-to-work legislation, to provide services for three-hour periods during the morning and evening rush hours, with a final late-evening service to transport shift workers to and from their jobs and to take home other late-night passengers. The Quebec Government threatened to legislate them back to work if there was a total termination of transportation while negotiations for a new contract were continuing.

Meanwhile, back at Youville and other maintenance shops, some 2,100 STCUM employees who service buses and Metro trains threatened to go on strike--all of them--because they believed that no

appreciable progress had been made in formulating a new contract. Responding to this second threat, the Quebec Government's Cabinet suspended the syndicate's right to strike and the syndicate thereupon consented to "work another week" while their negotiators continued arguments for a new contract which would include more money.

According to some amateur mathematicians, the number of work stoppages inflicted on the STCU and the citizens of Montreal since the Societe's organization has now reached the double-digit stage.

3 THE MESS IN MASS.

April was the cruellest month in north and northwestern Massachusetts, with only half-a-dozen sunny days, the rest being rainy. More than 11 inches of cold rain fell and the news of flooding on TV newscasts was hardly exaggerated. The Nashua and Merrimac Rivers were out-of-bounds after mid-April and one of the saddest sights was 27 pianos under water in a showroom on the highway between Lowell, N.H. and Lawrence, MA. For the first time in memory, the big Franklin Falls flood-control dam above Concord, N.H. had a full lake, the result of the snow-melt in the White Mountains.

Back in 1846, it was the Connecticut River Railroad that built from the end of the New York, New Haven and Hartford Railroad at Springfield to South Deerfield, MA. and soon afterward to the Vermont line and a connection with the Vermont and Massachusetts Railroad to Brattleboro, VT. The Boston and Maine Railroad Company leased the Connecticut Valley in 1893 and that's how, 94 years later, Guilford Transportation Industries are the owners of this stretch.

Spring after spring, and more so in recent years, that portion of the Connecticut valley line near the river has been the site of soggy roadbeds and a few wash-aways. This year, with Guilford still at a standoff with the Maintenance of Way employees, the result of spring flooding was predictable. At first, Amtrak's MONTREALER (Washington-Montreal) overnight passenger service was subjected to severe speed restrictions. Without any maintenance, the soggy track became soggier and more dangerous. Near the end of April, an embargo was imposed and it was reported that passengers for north of Springfield were bussed to their destination, even to Montreal. Indefinite suspension of passenger service north of Springfield followed.

In an Associated Press story in the Toronto STAR on May 4, U.S. Senator Patrick Leahy said that Amtrak had cancelled service "yesterday", because of the condition of the "privately owned" track. Amtrak spokesman Clifford Black confirmed that a decision had been taken on the MONTREALER's fate, but he refused to disclose what it was.

The MONTREALER service has been uncertain in recent months on account of poor patronage, questions about State and Federal funding and unreliable performance, due largely to deterioration of the B&M roadbed. Perhaps Mr. Black's Amtrak resolution of the problem could involve rerouting the MONTREALER service from Springfield to Palmer, MA., where the journey could be resumed on better maintained Central Vermont Railroad track to Brattleboro, VT.

1967

1987



HOW GO TRANSIT CELEBRATED ITS OWN ANNIVERSARY

GO Transit combined with Ontario Place, its fellow Provincial agency, on Saturday, May 23, to stage GO Transit Day at the Toronto waterfront park for the transit system's 20th birthday party. All GO train rides on the original route between Pickering and Oakville were free that day. Station attendants who normally sell tickets instead greeted passengers with souvenir passes and coupons which allowed the latter to purchase two adult admissions to Ontario Place for the price of one. The first 10,000 passengers passing through Exhibition Station en route to the birthday bash at Ontario Place received their choice of an anniversary beach bag or sun visor. GO's special activities at Ontario Place were staged in the compound beside the warship HAIDA on display and adjacent to the main entrance. The Governor-General's Horse Guard Band entertained there between noon and 3. Children under 12 were invited to enter the Great GO Transit Balloon Contest. Postcards registered in the children's names were attached to helium-filled balloons which were released en masse at 4 p.m. Finders of the cards when the balloons came to earth were to be encouraged to put the pre-stamped cards in the mail, and the children registered on the three cards returned from the farthest distance by June 23 would receive



UCRS and other events and activities

by Ed Campbell

--The 20th anniversary of the inception of GO Transit commuter rail service was observed at the May 15 Toronto General Meeting, with an illustrated address by Tom Henry, Public Relations Officer with the system. His address highlighted events over the two decade span, including the various service openings. In response to questions from the floor, Mr. Henry also offered some prognostications as to what the next 20 years would bring for the system. The program concluded with a series of GO Transit slides taken over the years by Ted Wickson and John Thompson.

--The Society thanks Lloyd Baxter very much for presenting its library with a number of bound volumes of periodicals.

--Any member who is acquainted with the Commodore 64 computer is asked to get in touch by letter with the Society at its Box 122 address, or to contact a Director at a Society meeting.

--Unfortunately it was reported in error that Toronto member Ed Misera entered St. Joseph's Hospital for surgery on May 4; the correct date is July 4. Ed would appreciate calls from members as he cannot get out at all. Phone (416) 694-5352 (14 Battenberg St.).

Friday, June 19--Regular Toronto UCRS meeting in the 6th floor auditorium of the Education Centre, corner of College & McCaul Sts., at 7:30 p.m. sharp. The entertainment will be provided by Niall MacKay on the subject of the Huntsville and Lake of Bays Ry. restoration project. Bring your newscast slides; guests always welcome.

Friday, June 25--Regular Hamilton Chapter meeting in its new location, in the Hamilton Spectator Building auditorium, at 44 Frid St., Hamilton, at 8 p.m. The building is near Main and Dundurn Sts., some distance from the VIA station. GO Transit buses from Oakville, and Lake Shore and Express buses from Toronto stop a short distance from Main and Dundurn, within easy walking distance of the Spectator building. Guests welcome.

Sunday, June 28--The Arden Trolley Museum will hold a Trolley Fair, 10 a.m. to 5 p.m., featuring street car rides, gandy dancer contest, car barn theatre, toy trains, railroadiana sale, etc., as well as an antique auto display. Admission free. Interstate-79 Meadow Lands Exit, North Main St. Washington, Pennsylvania (south of Pittsburgh).

Sunday, June 28--Halton County Radial Railway Extravaganza Day, when every operational car will probably be in service. Museum opens 11 a.m. Gift shop, snack bar, picnic facilities. Hwy. 401 to Exit 38 (Guelph Line-Campbellville Road) and drive north about eight miles to the museum, whose entrance is on the east side of the road.

Saturday, July 4, Sunday, July 5--(11 a.m. to 6 p.m. and 11 a.m. to 5 p.m. respectively)--the Lake Simcoe Railway Modellers (Barrie) will hold a model railroad show at the Gravenhurst Arena, with operating layouts, vendors, videos, live steam exhibits, door prizes and raffles. Adults \$2, seniors and children \$1, family admission \$5. Proceeds are in aid of the RMS SEGWUN. Friday, July 17--(Note: for the July and August Toronto meetings, the location will be, as last year, North Toronto Collegiate Institute at 70 Roehampton Ave. (Room L8), just east of Yonge St. (enter by door in west wall of building). Entertainment for the July meeting will be movies by John Fleck; meeting starts at 7:30 p.m.

Friday, July 24--UCRS Hamilton Chapter meeting in the Hamilton Spectator auditorium, 44 Frid St., Hamilton, 8 p.m. All UCRS members and friends are always welcome in Hamilton. Bring your newscast slides, as 35mm slides are featured at Chapter meetings. See June 26 notice for bus service from Toronto.

Sunday, July 26--End of "Designing the TTC", a free exhibition of historical photographs, paintings and artifacts highlighting the development of the Toronto Transit Commission. The display is located in the Market Gallery, City of Toronto Archives, South St. Lawrence Market, Front and Jarvis Sts., Toronto. Open Wednesdays to Fridays, 10 a.m. to 4 p.m., Saturdays 9 a.m. to 4 p.m., and Sundays noon to 4 p.m. (Closed Mondays, Tuesdays and Statutory holidays). Take the 504 KING car to Jarvis and walk one block south.

Friday, Aug. 21--Regular UCRS Toronto meeting at 7:30 p.m. in Room L8 of North Toronto Collegiate Institute, 70 Roehampton Ave. The entertainment will consist of Super 8 movies. Bring your newscast slides--enter by door in west wall near south-west corner of building. The nearest subway station is Eglinton (Yonge line).

prizes. Minister of Transportation and Communications Ed Fulton was the honorary engineer on a GO train which arrived at Exhibition Station at 11:50. He and his party were escorted to Ontario Place, where GO's anniversary was officially marked with a short ceremony starting at 1230. Toronto Blue Jays mascot B.J. Bird was on hand to help out in the official ceremonies.

--based on a GO Transit release

NEW GO TRANSIT MANAGING DIRECTOR--Lou Parsons, Chairman of the Board of GO Transit, announced on May 22 the appointment of Thomas G. Smith as Managing Director. The new head was formerly the Registrar of Motor Vehicles for Ontario and the Assistant Deputy Minister, Safety and Regulation, Ministry of Transportation and Communications. He replaces Al Leach, who has in turn replaced Alfred H. Savage as Chief General Manager of the TTC.

Mr. Smith joined the Ontario Government in 1959 upon graduation from Queen's University, Kingston in Civil Engineering. He has been employed in a broad range of transportation engineering and management positions throughout the province and is a member of the Association of Professional Engineers of Ontario.

--based on GO Transit release..

Distribution crew: Don McCartney, Mal Smith, Ben Mills, Dave Scott, Stu Westland, John Thompson, Dave O'Rourke

--The former London & Port Stanley Ry. Line Car made from a caboose is still sitting on a siding adjacent to a factory, near the Victoria and Bridge Streets intersection in Niagara Falls, Ont. It has been there for some time (reason unknown) and is slowly deteriorating.

--On Sunday evening, May 10, 'F' 9166, 9177 and 9173 (CN) stalled on the grade 1000 feet from the Geco siding (Scarborough) where they were headed with a freight. Units 9166 and 9177 had failed. While westbound GO trains were put over onto the eastbound track, switcher 7916 came out of the siding to assist the ailing units. After stalling several more times a second 'F' was restarted and eventually the train made it into the siding. --Neil McCarten

--Two of the TTC's problem plagued H6 subway cars were observed in service on the Bloor-Danforth line on June 9, Run 74. However, reportedly they were subsequently withdrawn due to air-conditioning problems. The cars have been undergoing acceptance tests since arriving on the property a year ago.

--The Salem and Hillsborough R.R. has leased ex-CNR, ex-QNS&L 4-6-0 1112 for 10 years from the Canadian Railway Museum at Delson, Quebec. The QNS&L bought the Ten Wheeler from CN in the mid-1950s and used it, along with ex-ONR Pacific 702 (now on display at Sept Isles, Quebec) to thaw out frozen ore cars and cillverts. The railway donated the 4-6-0 to Delson in the 1960s. The 1913-built locomotive will be ready to steam by late 1987. Also moving from Delson to New Brunswick is the business car CANADA, built in 1879 for the Grand Trunk. Meanwhile, CNR 4-6-0 1009 has been returned to active service, while 2-6-0 42 is being retubed and is receiving a new firebox. Repairs were to be completed by April, 1987.

Correspondence

Sirs:

Contrary to the report in NEWSLETTER 451 to the effect that the new Central Western Ry. has become "notorious for not appreciating railfans on the property", I have found just the opposite. In several trips up and down this line and in their offices I have received nothing but friendly co-operation. But naturally, when one considers what the "innocent railfan" does while on private property, it is no wonder that railways balk at having them there. Responsible railfans have no such trouble and CWR has no trouble with responsible railfans. As usual it is a case of misplaced blame. When railfans have trouble it is due to their lack of common sense and stupid actions while around moving trains. All of the railfan rules apply at all times. All railfans know them; few respect them. Responsibility is the key word everywhere, including around the CWR.

--R.F.M. McInnis, Edmonton

Readers' Exchange

• Larry Eastwood, Box 41, Huntingdon Valley, Pa. 19006-0041, U.S.A., sells duplicate 35mm colour slides of Canadian and U.S. subjects. List and sample slide, \$1. Please specify railroad(s) of interest.

• Tom Marsh, 3 Common Lane, Thorpe Market, Norwich, England, NR 11 8Tp (onetime Toronto resident member of the UCRS) wishes to dispose of various Toronto and other North American items including UCRS material of the 1950s, TTC tickets, transfers, maps, etc., five years of ERA Headlights (1950-54), TTC '28 (Bromley), Rails from the Junction (Salmon), Street Railways of Toronto, 1861-1921, Toronto Trolley Car Story, 1921-1961 (both Pursley), Four Whistles to Wood Up, Wheels of Progress (TTC), (two different editions), Transit in Toronto (TTC) (1967), We Serve the Nation (CNR 1950 publication), and a small ticket collection including TCR, T&Y R.R., TRC, TSR.

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