



# Newsletter

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



A long line of CN SW800 switchers was photographed in storage at MacMillan Yard, Toronto, July 4, 1987. There is some doubt that the units will be returned to active duty. --Ben Mills



This graceful curved bridge will carry Calgary Transit's new Northwest LRT Line across the Bow River, just north of downtown. --M.F. Jones



This strange-looking beast is a CN SW1200M (GS413a), incorporating the body and trucks of a Jeep, and the cab of a GM yard switcher. Reportedly two of these rebuilds have been completed to date. St. Jerome, Que., Sept. 13, 1986.

--Gary Zutters photo/Ben Mills collection

# NORTHWEST TRAIN

by M. F. Jones

## READY TO ROLL

Gorgeous weather since last winter enabled the construction pace on Calgary's North West LRT to accelerate so rapidly that, despite many attempts to put it all down for an article, the NEWS-LETTER would have been ill served by a less than up to date status of current improvements; they varied almost day to day in major ways. With the dust finally settled in mid-June, I took a long look at the line and started on a series of rewrites. This one, dated July 20, 1987, was completed after I had a very extensive look at all of the line. It is virtually ready to run and I have it on good opinion that sporadic testing was to have begun in late July, with almost daily non-revenue running during August and a planned opening date of Sept. 7, 1987. Now, I beg all purists: don't write our Editor if plans do not materialize. Like yourselves, I merely keep track of progress and am not even remotely connected with Calgary Transit.

Rumours began to circulate in the local press about March towards an early opening of the line. Matters were weighed carefully and a watershed date appeared at which a decision would have to be made whether to open early or let the project die on the table until the proposed December opening deadline. Early opening would mean that extra dollars would have to be pumped into the Transportation Dept.'s budget, figured out at \$20,000 a month, to operate additional trains. It would also mean that many bus routes serving the northwest area would have to be either terminated or modified. Communities involved were consulted, reports were scanned. Meeting in session on June 9, City Council approved early startup by a wide margin, with appropriation of \$400,000 into the transportation budget. Expected protests were made by the couple of Aldermen most closely associated with "early wars" (see previous issues); however, a decision had already been reached by the majority: open early. The NWLRT will, then, open a full three months ahead of schedule; I've already gone through the pattern surrounding shakedown tests.

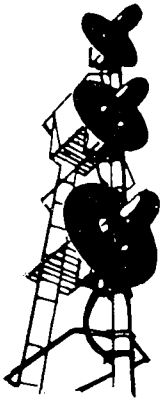
While on the subject of openings and Council votes, I recall from my early days in Calgary that the NorthEast line suffered many crippling delays and I'm told that the South LRT did as well. Most of these glitches were preventable and occurred mainly due to petty factors gumming the works: malcontent workers against a contractor or sudden design change by the engineering staff. To offset this chaotic state of affairs, not to mention anything of extra costs and negative image, City Council decided to protect itself this time around by placing the Northwest Line on a Project Management Control System (PMCS), whereby those in charge would have to be kept abreast by monthly reporting of any problem, cause and possible solution, including cost. Parallel to this scheme, Council hired an outside consulting firm to oversee virtually the same thing. Consultant reports delved a bit more deeply into matters, especially financial aspects. A great deal of time was gained by this reporting, by letting planners know exactly where and how the project stood at any one time.

On Saturday, Mar. 28, a shuttle bus replaced Northeast and South LRT trains along the 7 Ave. transit corridor, and power was shut down between City Hall Station at 3 St. SE and the western end of both lines at 10 St. SW. With rails in place on the new extension for some months, the time had come to install the catenary. Being something of an avid juice fan, I just had to supervise proceedings and took myself down to the site, shortly after noon, for a looksee. I observed (and quite naturally photographed) four "cherry pickers" and their crews (approximately 12 men) actively engaged in the installation around the turn by 7 Ave. and 9 St. SW. The new segment was energized soon after.

Early afternoon, April 10, certain residents of 9A St. NW got the shock of their lives as an LRT consist rolled off the Bow River bridge into their neighbourhood. The consist could proceed

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## NEWSLETTER

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## REBUILT PCC EXCURSION

The Society will operate a six-hour streetcar fantrip with TTC rebuilt PCC 4601 (resplendent in the new red, white, black and grey colour scheme) on Sunday, September 27. This is one of only two such cars on the system; numerous photo stops will enable you to get pictures of this distinctive car. The trip leaves from King and Church Streets at 9:30 a.m. The fare is \$20; a lunch stop will be provided. Tickets will be on sale at the September Toronto meeting, or order by mail from Streetcar Trip, UCRS, Box 122, Station A, Toronto, Ont. M5W 1A2. Make cheques or money orders payable to the UCRS. Please provide your phone number, as operation of the trip is dependent on sufficient tickets being sold. For further information, call Bob McMann, (416) 979-2261.



### THE NEW PRESIDENT IS UPBEAT

On June 22, the Federal Government announced the appointment of Denis de Belleval as President and Chief Executive Officer of VIA for a five-year term effective July 1, 1987. This position had been filled on an interim basis by the Chairman of the Board, Lawrence Hanigan. De Belleval comes to VIA from Ports Canada in Ottawa where he became President and CEO in 1985. Prior to that, he spent three years as Vice-President of Lavalin International Inc., Montreal based engineering consultants. The following is a series of random quotes ascribed to him as recorded in an interview with VIA Rail Vialogue staff:

"I like challenges and I feel that VIA has many to offer. The relevance and future of passenger train services in Canada have been a matter of constant debate, and my first objective will be to settle these "existential questions" once and for all. Passenger trains are here to stay and it's our job to prove it. I'm a great believer in public transportation and especially in passenger trains. It's an industry that has an important social and economic role to play in Canada and one to which I'm personally attracted...As for my impression of VIA, I feel that it is a prestigious company, despite any problems that, rightly or wrongly, it is said to have... Canadians are deeply attached to passenger train services. If these services operate properly, there is no reason why the public will not use them. VIA is first a public carrier and second a railway company. It is naturally people-oriented as it is a business devoted to customer service... My career has centred mainly in the field of planning and transportation. In the 1970s, I worked in the Quebec Ministry of Transport, on the planning of an integral transportation network for the Montreal area that would encompass buses, the Metro (subway) and CN and CP commuter trains. In a word, we were developing an intermodal system which at that time was virtually a new concept. And, to meet Montreal's transportation needs, we had to take into account many factors: different technologies for surface and subway vehicles, economic concerns and questions of infrastructure...At Lavalin, I was in charge of the Algerian office where we had a series of major projects. I was even involved in studies to develop a subway system for the capital, Algiers...Passenger train services have a definite role to play in this country's transportation scene. But, we have to be realistic about the constraints that we face: an immense territory with a relatively small population and a rigorous climate. We need to find original solutions that are well adapted to this country. We mustn't forget that in Europe there are countries that are not densely populated and yet still have an efficient passenger rail network. Sweden is a good example...I also want to follow VIA's daily operations closely, so that I can acquire a better understanding of our employees' roles, and our customers' needs. To be a good manager, you have to be where the action is. Being close to employees is very important to me if together we are going to build a passenger railway network that will be the pride of all Canadians. The only way to reach this objective is by involving all VIA employees."

--extracted from VIA Rail VIALOGUE (special edition)

COVER: CN Train 650, the EXPOLINER, Belleville-Montreal, awaits its 0735 departure at the Kingston, Ont. (ex-GTR) station in June 1967. A new station has since been opened on the western side of the city, although the old building remains.

--J.M. Harry Dodsworth



up the grade only to the top of 9A St., just short of the 10 St. flyover. For now, rails and power ended there. Not forewarned, I could **watch proceedings** only on the 6 o'clock news, where I gathered that the cars involved were 2029, a mid unit, and 2007. From what I can recall, 2007 was at the south end. Sorry, but time has not allowed determination of that mid car. A couple of mature ladies interviewed for the newscast declared themselves pleasantly surprised. In the opinion of one, she would no longer be isolated from her friends elsewhere in the city. The other lady commented on the noise; "not bad", she said, though she would reserve her opinion for later, when trains run at speed in front of her house in revenue service.

Very frequent visits reinforced how fantastic the new line really looks, with a profusion of curves, grades and overpasses. It's also visually quite "clean", with either low fencing or none around most spots. Many head-on photos will be possible from safe distances, particularly around Lions Park Station. Other locations include the overpass by 16 Ave. and Banff Trail; see NEWSLETTER 444, page 10. Facing either way yields good results; the tunnel mouth is best photographed in the afternoon. Several other places also give most satisfactory results. If you cannot wander far from downtown, take yourself to the Kensington area by Memorial Drive and 10 St. NW, just short of Sunnyside Station; actually go a couple of blocks back toward the river. You'll then be able to photograph inbound LRVs on the Bow River bridge. The photo on page 2 of NEWSLETTER 445 was made with a 28mm lens. A far better shot is possible about 25 yards west, from under the Louise Bridge. Nearer Sunnyside, you can take shots of trains off the bridge and of course, climbing the steep grade to 10 St. The superlative shot in that area, as far as I am concerned, is an overhead view of the 10 St. flyover from a nearby park. Refer to NEWSLETTER 448 to get the proper angle. To make it requires a 100mm lens; the normal 50mm used on 35mm cameras shows things a bit too far; the 38mm of "party" cameras, farther still. The location for this photo is easily accessible, in a park to which the stepped wall terrace is attached; see top photo in the same issue, same page, for location. The best shot is in the morning; there are several ways to reach the site. One is to get off at Sunnyside Station, then hike along the east side of the right-of-way for a short distance to the end of 9A St. A fairly steep stairway soon presents itself. Another 50 feet or so "into the rough"--actually the path-way is becoming well worn--will put the photographer at the proper location. One can also drive up on Crescent Rd., where fine views of the city can be had by looking south across the river. This artery is reached from a couple of spots and nowhere else, so do your homework. You get absolutely no Participation points for driving there. The top photo in NEWSLETTER 448 is taken from a prominent Calgary landmark. One of my articles gives the location. Good luck if you can swing a trip to the roof. Use a 400mm or more for best results. They should be spectacular from there!

Excellent photography can also be undertaken from station platforms; some classics will cert-



ainly be made from Lions Park Station, amongst others. Sunnyside will also provide great angles but the best will likely be made from SAIT/ACA and University Stations (compensation will be necessary for the bronze tinted station windows). Though not yet accessible to the public, I surmise that the overhead views they provide will enhance photos of trains, when a frontal view is desired. The second storey of University Station overhangs the tracks; it will make for interesting angles, as trains speed by; remember, this will not be the end of the line after the Olympics. SAIT Station will also provide great views. Trains in and out will be on a slight grade. Leaving the station outbound is a great curve between the station and 14 St. Moderate success will crown one's efforts there. Entering the station and proceeding to the +15 (15' above ground) on the south side of SAIT Station will yield more spectacular results, as a large bay window has been constructed to overlook the tracks and the city skyline in the distance.

Over the past six months or so, there have been a couple of articles in the Calgary HERALD, extolling the beauty of the new line, but damning some of the architecture. I tend to agree with the reporter's love-hate with the buildings; there is sometimes a mismatch of designs, paint schemes and/or useless appendages, the latter on bridges. Those who have tried Calgary's LRT system will certainly agree that virtually every C-Train pattern is repeated elsewhere along both lines, "cookie cutter" fashion. This time around, each one of the (five) stations is individually designed to fit the surroundings (?). The architecture is definitely "80s Plus". We can't call the style "Radical Chic"; that's already used. Let's call it "Contemporary Vintage". You read it here first. Most stations are supposed to emulate Prairie depots and very surprisingly, when one stands inside, they do. Actually, it's probably closer to the feeling one gets at a suburban train platform but, by George, it's there! Most stations feature an abundance of gables, cornices, arches, and sometimes lattice. Not detrimental at all, these details enhance the looks of a common train platform, by giving it a soul. Viewed against its alter ego to the south (to which it will be an extension) and its cousin to the northeast, the new line is in very many ways a true railfan delight.

A large trackside signal, opposite 924 7 Ave. SW (an apartment block) indicates whether or not Northwest trains can veer right onto the new line. Up to July 19, this interlocking signal was covered; however, on the morning of July 20, I observed the unit uncovered. During the previous week, the populace had been warned via TV that the entire Northwest line was now energized and that tests were to begin the following week (of July 20). Working the evening shift, I checked the line first thing Monday morning; trains had not yet made any test runs. Following a green on the aforementioned signal, trains will veer north off the 7 Ave. mainline corridor onto tracks set into concrete for the first 100 yards or so. I recall that, last winter, some underground electrical work took place here; perhaps a transformer station was installed. After this portion, it's all on pre-stressed concrete ties except at switches, which are set on creosoted ties. Tracks on bridges and tunnels are set on concrete blocks, about 4'x 3'x1' (not measured). These were cast on site after the structure was installed and now form an

integral part of the roadbed.

The very busy intersections of 6 and 5 Avenues are soon crossed; 5 Ave. is eastbound, 4 and 6 westbound; traffic lights at the three intersections are synchronized with train movements. On each side of the ROW, for some distance, three foot high concrete pillars linked by chains keep pedestrian and vehicular traffic away from the tracks. After 5 Ave., the ROW makes a decided swing to the right, to bring it in line with the Bow River Bridge, reached immediately after crossing 4 Ave.

With no one around last March, I decided to walk the length of the Bow River Bridge, specifically the LRT portion--a pedestrian underpass exists below. About 14 or 15 wooden ties were fitted between the embankment and the bridge, perhaps to allow for expansion; concrete ties probably wouldn't do. You will recall that I wrote of the bridge's "spine" in NEWSLETTER 444; it's about 6½ feet high throughout. Clipped to parapets on each side are large metal pentagons; these consist of a steel box to which a lattice design has been clipped. Each one is designed to hold spotlight illumination for the design. Another small arm atop each pentagon supports a small lamp post fitted with an incandescent light globe. Track on the bridge is all clipped to concrete pads; rails rise to and fall sharply from the apex. I noticed also that the bridge is nothing else than a glorified "S" curve. The north end of the Bow River Bridge brings us sharply into 9A St., home of so much controversy from the very start. For all intents and purposes now, after much wrangling, the City has had its original way and residents can either love or hate the new line. Immediately at the 9A St. embankment to the bridge, 14 or so wooden ties are encountered; they no doubt serve the same purpose as their south shore counterparts. Crossing 2 Ave. NW and a couple of switches brings us into Sunnyside Station.

Arches form the central theme of Sunnyside Station. The inbound platform on the street side features a large arched window. On the outbound side, back of the station, a large semi-circular (i.e., arched) waiting room juts out into the landscape. Separated by about 50 yds. at either end of the main platforms are roofed pedestrian passageways, one to each side of the ROW (total four). Yes, you guess it, there are arches there as well. Fitted inside each passageway is a regulation-sized crossing signal (sans buck). The eight bright red eyes will certainly keep ever present the reality of a train to anyone whose eyes are also red from lack of sleep or otherwise! At first, the signals were fitted just a little higher than eye level but have since been raised a bit higher into the roof and out of harm's way. Behind the station to the south-east, into a small park, is an additional piece of decor though, for the life of me, I can't begin to see where it fits into a railway scheme. The assembly consists of a small house, about quarter scale and minus the roof, faced by a half bandshell in the same scale. The house is redeemed by a six foot bench. I guess it's some kind of "decorative ruin" landscaping. The general paint scheme of Sunnyside Station is grey and brown, with a green roof. To match this, the ramps are red and catenary poles blue. Just the same, it's not too bad.

Moving along the east side of 9A St. provides good opportunities to obtain photos of the LRT on the steep downgrade from the 10 St. flyover. SAIT buildings form the background. It's not altogether unattractive. Medium telephoto lens is mandatory here. While a wooden stairway adjacent to the ROW to the east will provide excellent shots of the LRT on the grade in the AM, I chose to climb the track this time around. It's a long way up, but not too harsh. The sides are formed by concrete blocks; in late spring, they were covered on the ROW side and present a brown aggregate rock face to the outside. Back on the inside, a light recessed into the wall at intervals illuminates the ROW. Further up, after the walls disappear, lights are set into blue steel boxes on the west side of the track. About half way up, a pedestrian archway allows pedestrian traffic under the ROW between 9A St. and the commercial area next door at 10 St. NW. Away up on the east side, a stepped wall terrace graces the ROW. Fully landscaped, it is made from large aggregate rock panels, separated horizontally and vertically at intervals. The effect from afar is a large continuous stripe but closer up, a zigzag effect; the effect varies with the view. Vertically, the terrace is separated by landscaped areas; the assembly has really been installed to keep earth from above from falling on the ROW, which was carved through a steep embankment of loose earth. Above, of course, is the park described earlier. Standing below the stepped wall terrace puts us in line with the 10 St. flyover, curving left. A graceful structure, its lines have unfortunately been broken by green pentagon designs; there are three sizes throughout the structure. The medium and large ones hold lights to illuminate the ROW at night on their back surface. The front surface on the outside, facing the street, sports three circular discs. At night, the pattern is a triune of dots. No small structures, the large pentagonal designs are about six feet high.

Coming off the 10 St. overpass puts us into an area just short of SAIT/ACA-Jubilee Station. What name the populace will know the station by, remains to be seen; it will in all probability be SAIT Station. This area was the last one to receive track, and it was still being realigned in early July. Barring fencing, there is a great looking curve just short of the station in a fairly pristine setting. There, the photographer will be able to secure a head on shot of an inbound train with the station as background. It is best shot in the AM, with a medium telephoto. I described a good shot from inside the station earlier. This one is best taken in the afternoon. SAIT Station is a long steel and glass structure; the predominant colour is brown. When I visited last, in the middle of July, the station was still under construction at the north end. The south end of SAIT Station features the marvellous shooting platform at the +15 level. Leaving the station northbound, we encounter a nice sweeping curve with good rise and some bank, to 14 Ave. and 14 St. NW. Nothing really spectacular here, but there are good open areas around, allowing unhindered photos of LRVs both ways.

The next stretch, behind North Hill Shopping Centre on 14 Ave. NW, has everything a rail photographer could desire: on the south side, a slight earth bank alongside the track for an elevated position (there is now low fencing installed there) and, on the north side by 14 Ave., level track/road. Some fencing has also been fitted to this side but many excellent photos will be possible from a variety of locations, all in fairly safe surroundings. A medium telephoto is highly advised in that area for more impact. Some photos will have to be taken from across 14 Ave., at least 20 yds. away from the train. Just east of Lions Park Station, a small pedestrian overpass crosses the tracks. Looking east from there, a good looking curve presents itself; a west view shows trains departing the station inbound. A 200mm telephoto is advised. A splendid

# Calgary's buck and a quarter fare

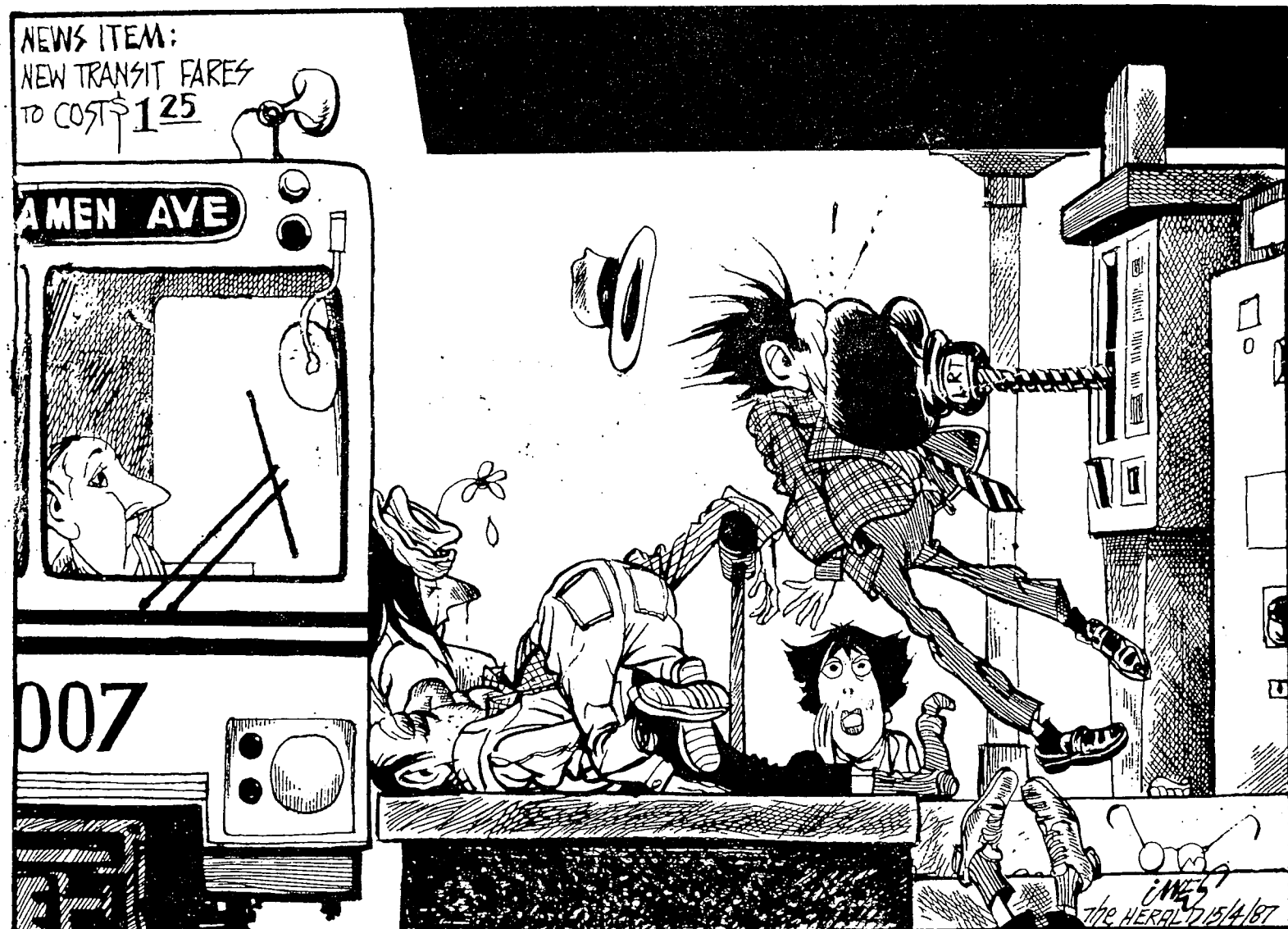


photo can also be taken showing the LRT under the pedestrian overpass. Lions Park Station is a brown brick building with three green gables spaced along the roof of each platform. It has purposely been designed with two different styles in mind: one sylvan, the other urban. The urban side faces the 14 Ave. commercial area next door at the shopping centre and it has a rather plain face, broken at strategic spots by small awnings over the pedestrian exits to the street, on a small sidewalk. Pedestrians are separated from traffic by 3' high posts linked by chains. The sylvan side, in marked contrast, is specifically designed with residents of Briar Hill in mind. An area with \$250,000 homes, it was felt that the residents should not look at a public building, but at another neighbour; hence the back of the station features a row of small "houses"—the backs of waiting rooms—finished in clapboard siding. Remaining from the original Lions Park, planners had enough foresight to leave many of the original trees. With many more planted, the effect looks gorgeous, especially since a small paved walkway has been constructed to link the pedestrian overpass (previously described) to the east side of the station. From a nearby street, out back, the station is virtually invisible and, in the long run also, trains will be virtually inaudible, due to competent landscaping. Here is an area where things were done right!

Leaving Lions Park Station brings us directly into the heavy traffic of 14 Ave. At grade, the track is fully protected; there, as everywhere else by mid-July, the gate had been installed to its crossing signal. From there, the LRT dips immediately into a tunnel under 16 Ave by 19 St. A fairly large and certainly very attractive power substation sits immediately over the portal, by 16 Ave. The tunnel makes a sharp left, emerging west on the other side of 16 Ave. NW, the Trans-Canada Highway. Think of the absolute thrill it will be to ride this portion. First, a sharp right leaving Lions Park Station, then a quick dip via an "S" curve into the tunnel; a sharp left through the tunnel for about 20 seconds or so, then up the hill into daylight with a sharp right at Banff Trail by 16 Ave. Overhead, by this spot, will be a very fine photo location either at grade or high on the overpass. The east side, showing the tunnel mouth, is best shot in late afternoon. A west side view shows trains rounding a curve with McMahon Stadium and Motel Village as background. Motel Village is so called due to a triangle of moderately priced, clean accommodation. Be advised, however, that rates have more than doubled for the Olympics, mid-February, or at least will be much higher after Christmas. All motels are also fully booked for

this period. At other times, I most highly recommend some of these establishments as an alternative to staying downtown, particularly if you drive; the lack of parking downtown is horrendous. This will also put you closer to the Rockies by at least 20 minutes; a good bet, especially with LRT transportation next door at Banff Trail Station. Upscale accommodation should be in the neighbourhood of \$40 per night. Photos along Banff Trail, actually a feeder from the Trans-Canada (No. 1) into the old Trans-Canada (1A) will turn out just fine, taken in the afternoon. The street is slightly above grade; only a low wall separates road from track, in an otherwise "clean" setting. From the other side, best taken in the morning, photos along Capitol Hill Crescent will also be fine, but with a less desirable background. See NEWSLETTER 445, page 8, for a very good diagram of the area.

Banff Trail Station is a low slung welded pipe building, a modern abstraction of a modern station. The predominant colour is blue. It has good waiting areas, lots of ramps, not so much geared to the handicapped but to those massive crowds attending Stampeder football and Cannon baseball at McMahon Stadium. During the Olympics, this station will handle capacity crowds attending the opening and closing ceremonies, as well as some venues such as speed skating and others, at the facilities next door. A pedestrian overpass now links the station with the stadium across Crowchild Trail; the matter is not LRT-related. A ride out of the station brings us into the 24 Ave. tunnel in very short order. Just above the portal stands a small chapel-like substation. The tunnel exits in the median of Crowchild Trail after a zigzag underground. Coming to grade, some scissors switches are soon passed and University Station is reached.

University Station is a large two storey, blue and silver, mostly glass building, resembling either a ship's superstructure or, better still, one of those yard switching cabins seen in early French and British movies; "The Train" is a case in point. Full of overhangs, the station juts out over the tracks and, dreaming just a bit, the little boy in all of us can fantasize being in charge of train movements from way up there. As the station was not yet open to the public, I could only surmise what the view could be. A large pedestrian overpass links the station to the University of Calgary to the west and to a bus stop on the east side across the Crowchild. I thought that a bus loop was to be built but it didn't materialize, as the last station (for now) will be just another stop when additional stations are constructed up the line after the Olympics.

For the present, "end of steel" is about 1000 yards beyond the station after a small power facility is passed. Ballasting extends for about three-four car lengths, although I don't believe that many trains will actually venture that far. After this, the rails are simply truncated and set in a rough area. By the time that you read this, bumpers may have been installed. After the Olympics, probably spring 1988, the ROW will be extended to Brentwood, approximately a half mile further, the name of the area immediately beyond. Right now, publicity on this extension is on the back burner, although the citizenry has been consulted about decor, location and, most of all, rerouting of certain bus runs in and out of their area. I attended one of those meetings and, as a non-resident, did not come away highly enlightened, although the matter has local appeal. Referring to NEWSLETTER 444, it can well be seen, by the diagram on page 11, that the next stations are intended to be at the Northland Village Mall, located at the confluence of two important arteries and the final one, for now, just short of 53 St. NW, the latter probably in 1990. The money has already been approved and planning all done. What remains is to have a healthy economic climate.

On June 23 I got a chance to photograph two test trains on the line, DuWag 2006 first, then a three car consist. I got the three-car train pulling out of Lions Park Station outbound (a motorized sequence), followed by 2006 inbound out of the 19 St./14 Ave. tunnel. I then went over to Banff Trail Station and was able to get on the Alberta College of Arts (ACA) rooftop, to obtain a splendid angle of the three-car consist inbound. I got a motorized sequence of the head end, then the tail end on a curve.

## SECOND SECTION

During the afternoon and evening of July 21, I decided to pay a visit to the Northwest line to see the very latest progress. Starting downtown, I walked every inch of the line, at least as far as SAIT/ACA Station. While at the turn off the mainline, corner 7 Ave. and 9 St. SW, I had the good fortune of meeting a City employee checking various switches for proper manual operation. A conversation revealed that a test train would be running on Tuesday, July 23, with a VIP train the following Monday (July 27). A foreman I met later at SAIT Station gave me a different version. Meeting again with the first worker, several hours later at 7 Ave./9 St. SW, only reconfirmed my hunch that he had been right all along.

Acting on previous experience in "anonymous tips", extensive exposure to R&D methods and "bureaucratese", I surmised that the test, if any, would take place around 1400, Tuesday or Wednesday. Following my intuition, I took my camera equipment to work on Tuesday the 23rd. My shift would be over by 1400 and I could then devote 100% of my time to the NWLRT. Acting on intuition, I drove south on Crowchild Trail instead of taking the bus as I usually do at that time. I was soon rewarded in a modest way, by seeing a Transit Supervisor, standing with radio in hand by University Station. At that point, I got a strong urge to turn around, but didn't and drove to a spot where I believed that I could witness "cleaner" LRT operations: 14 Ave. and 19 St. NW, at the south portal of the tunnel under 16 Ave., just after Lions Park Station. There, I met an employee from the "Electric Light" Division (yup, she's still called that!) stationed there to lower the crossing gate across 14 Ave. (not all grade crossings were yet fully automatic). He informed me that an LRV had just proceeded outbound; I missed it but considered myself extremely fortunate for the privilege of being able to partake of the radio patter from the worker's truck, and soon learned that another test train, a three-car one this time, was now sitting at Sunnyside Station, awaiting clearance outbound.

At 1427, by Lions Park Station, I was able to photograph DuWag units 2015, 2058 and 2073 before they plunged into the tunnel under 16 Ave. About to leave, I got an extra bonus by learning that the former northbound train which I had missed was now southbound. At approximately 1430, I photographed LRV 2006 emerging from the 19 St. tunnel, with the overhead foreman in front in a hi-railer and a "cherry picker", also one hi-railer, with bucket raised to catenary level and two electricians inside, following the 2006. The Canon F-1 motor drive got a splendid workout.



I then decided to take myself to a spot slightly below the line inbound, at SAIT/ACA Station, for a "clean" photo of the returning three-car train. At first, I hugged the station, but soon spotted a crew busy installing metal panels on the +15 level of the station and asked the lead hand if I could join the crew on a nearby roof. He went one better and gave me a cherry picker ride to the next higher roof, where I was able to photograph the surrounding area at leisure. The time awaiting the return of the three-car train seemed interminable, although the day was sunny (I was in the shade); but at 1635, the consist finally appeared and I shot a sequence of photos, with DuWag 2073 now leading the trainset. Rounding out a splendid curve just out of SAIT Station completed my LRT sequence; I had just run out of film. So that we don't end on an anticlimax, I heard that testing was to be carried out all weekend. I would not witness it, being occupied in putting the Second Section together. As well, Heritage Park, in Calgary's southwest, was holding Railway Days, with double heading engines and multi displays of model railroading, and I would be remiss not to attend an event of this magnitude. If all went well with the LRT, a VIP run was to be held on Monday, July 27; my bureaucratess tells me around 1330. As you read this, I probably witnessed it. Ideal conditions call for a revenue opening on Sept. 7, Labour Day Monday. A recent Calgary Herald article, however, made mention of Sept. 4. I wouldn't put it past City Hall, since this would please bureaucrats; most could attend without claiming overtime, yet have a pleasant Friday afternoon. My bet is still for Monday the 7th. I'll keep the NEWSLETTER posted and try to get a shot of the opening. True to form, Calgary Transit will probably give a free ride to its patrons that day.

## Notes from Ottawa by J.M. Harry Dodsworth

--With the ending of school trips from Montreal in mid-June, trains became shorter and time keeping improved. Most trains are three or four car LRCs. On June 22, FP9 6557 and four cars were used on Train 36 (and, presumably, Train 44); this is the only conventional train I have seen. F40s have been used several times with LRC cars (June 29, Train 36, 6404; July 2, Train 36, 6408; July 8, Train 31/32, 6418; July 9, Train 31/32, 6416; July 15, Train 36, 6409). On two occasions, trains were replaced by charter buses (July 7, Train 31/32; July 8, Train 40/34). Train 1/2 usually has a six car consist and an FPA4. Train 48/49 uses sleepers ELGIN and ERINVIEW alternately and a single coach (4888-ex GTW has been used several times) with an FP9 or less commonly an FPA4.

--Torrential thunderstorms hit Montreal on the afternoon of July 11, causing unprecedented flooding and power outages. Train 35, due into Ottawa at 1735, arrived at 1835, continuing to Toronto as Train 45 one hour late. Train 37, due 1939, arrived 2254 while Train 46 from Toronto was 100 minutes late. This may have been caused by congestion on the main line, as trains were unable to enter Montreal. Freight 202 was held at Coteau for over four hours. The Metro (subway) was shut down for up to a day, and the CN Deux Montagnes service was cancelled because of electrical supply problems.

--CN had a freight train derailment in Algonquin Park on June 24; a small fire resulted but fortunately explosives aboard the train were not involved.

--A Chicago-St. Louis Amtrak train was derailed near Joliet, Illinois on June 26 after a crossing accident with a dump truck. Although the cars separated and were scattered around the scenery, no serious injuries resulted.

### FORTY MINUTES AT BAYVIEW by J.M. Harry Dodsworth

On Saturday, June 20, I was visiting the Royal Botanical Gardens in Hamilton. At about 2 p.m. I heard a train and went to look. It was a long intermodal train headed by three GTW units (6406, 6419, 6420), the Chicago-Toronto LASER. The equipment was interesting. There were several CN articulated cars, like low sided gondolas, five sections long, containing road trailers. These may be the cars (NEWSLETTER, April 1985) designed to carry double stack containers which are listed in the Official Equipment Register as Flat-Wells. Also in the consist were TTX skeleton container cars, and an NdeM flat. While this was rumbling by, an LRC train also came around from London to pass it in motion (Train 72, about one hour late). Fifteen minutes later an east-bound RDC set passed (Train 640, Niagara Falls-Toronto, on time) and in another 15 minutes, a westbound RDC (Train 641, Toronto-Niagara, 30 minutes late). A few minutes later, a train passed which I didn't see and as I was leaving, a CN caboose hop was coming from Hamilton. Six trains in 40 minutes.

My observation point was the footbridge connecting the parking lot to the Laking Garden (irises and perennials) off Highway 2 about 1 km (0.6 mile) west of the RBG headquarters. This was referenced as the Spring Garden walkbridge in Greg Roach's article (TRAINS, July 1980) which is still invaluable background for train watching at Bayview.

2860 TO THE CALGARY WINTER OLYMPICS?--It's all speculation/rumour for now, but, according to a CBC Calgary newscast aired on July 22, Royal Hudson 2860 could be in revenue service between Vancouver and Calgary during the Winter Olympics, mid-February 1988. A spokesman for the 2860 guardians said that the trip was still a big "IF", but that the group was 90% certain that the Royal Hudson would hit the rails and carry an estimated 700 people, paying \$500 for a one-way trip. The idea is to make the trip through the Rockies in daylight. Also entering the picture, apparently, is the fact that some very high powered corporate executives will be visiting the Olympics and staying at the Banff Springs Hotel (some 75 miles west of Calgary). The hotel wants to provide a daily shuttle run between Calgary and Banff; at that point, the CBC-TV report fuzzes a bit and I wasn't able to get the true picture of whether 2860 trips will be a Calgary-Banff shuttle after the initial trip, or a periodic Vancouver-Calgary shuttle. The competition is VIA Rail. The latter apparently wants to set up a shuttle between Calgary and the various venues in the Rockies, such as Mount Allen (downhill skiing), Canmore (Nordic events), and possibly Banff. The first stop would be at Calgary's Olympic Park (ski jumping), just outside City Limits, about Mile 10 or so.

Keep your eyes open for this venture.

--M.F. Jones

# MOTIVE POWER AND OPERATIONS

Conducted by Pat Scrimgeour

## GO Transit

### GO Train Expansion - East

The new line from Pickering to Whitby is now called the GO subdivision, with the following stations:

Mile

- 0.0 Durham Jct.  
Connection with mile 313.9 Kingston subdivision. Two crossovers on the Kingston sub lead to the GO sub. Dwarf signals govern westbound movement to the Kingston sub.
- 0.4 York subdivision underpass. The steepest grades on the line lead to this underpass: 2.0% on the west side, and 0.8% on the east side.
- 0.8 Bayly  
Double crossover, with four three-head searchlight signals.
- 1.0 Pickering  
Station, at Liverpool Road, opposite the existing platforms.
- 2.3 Approach signals to Bayly (west) and Harwood (east).
- 3.5 Ajax  
Station, at Westney Road.
- 3.9 Harwood  
Double crossover, with four three-head searchlight signals.
- 6.2 Approach signals to Harwood (west) and Henry (east).
- 8.5 Henry  
Double crossover and connection to storage track (switch points face east). Four three-head searchlight signals and one dwarf signal leading from the storage track.
- 8.8 Whitby  
Station, at Henry Street.
- 9.1 End of steel.

### GO Train Expansion - West

As a joint project, MTC, GO Transit, Hamilton-Wentworth, and Peel are conducting a new study to consider alternatives for GO Train expansion from Burlington to Hamilton. Two public participation sessions were held on June 16th and 18th in Hamilton and Burlington. The study will recommend an implementation plan, with preferred alignments and station locations. Look for an announcement during the provincial election campaign.

### Rebuilding...

- Rebuilt SW1200RSs with hoods from GP9s:  

7102 ex 1230, on 87-04-12	7105 ex 1253, on 87-04-28
7103 ex 1238, on 87-04-13	7106 ex 1257, on 87-04-29
7104 ex 1248, on 87-05-01	7107 ex 1237, on 87-05-08
- New series of SW1200RSs rebuilt in-kind:  
 SW1200RS 7300 ex 1382  
 Of these 20, 17 more will be rebuilt in 1987:  

1209	1271	1307	1347	1370	1373	1380	1393
1243	1274	1312	1358	1372	1378	1390	1397
1258	1275	1325	1368				

- GMD1s (A1A) with flexicoil trucks (B) from GP9s:  

1106 ex 1006	1153 ex 1053
1127 ex 1027	1169 ex 1069
1134 ex 1034	1177 ex 1077

 Eight more are to be modified in 1987.  
 (BRS "Branchline", Bruce Chapman, Pierre Patenaude)

### Motive power notes...

- All 86 M420s and HR412s were to have been renumbered into the 3500s for service as road switchers by the end of July. ■ GP9s 4000-4024 and 4033 are being modified, with a smaller fuel tank (900 gallons) and lower weight (124 tons); 20 will go to Prince George. ■ The last eight C424s on CN are back in service, after having been stored for two years: 3209, 3211, 3212, 3213, 3223, 3228, 3231, and 3236. (BRS "Branchline")

### Abandonments in Québec

The RTC has approved the abandonment of part of the Taschereau subdivision, which extends from Senneterre to Cochrane. Part of the subdivision east of Cochrane will be retained. This will result in the removal of the three VIA trains per week from Montréal to Cochrane west of Senneterre. The line was part of the National Transcontinental Railway from Moncton to Winnipeg. Previous abandonments have left gaps on the NTR in Moncton (Gort sub.), on the south shore of the St. Lawrence (Monk sub.), and in northern Ontario (Pagwa sub.). CN is planning to abandon 660 km in Québec, and is considering a further 1000 km of abandonments. (Art Clowes, La Presse)

### Other news...

This year, the Belleville dispatching office will be moved to the new Rail Traffic Control centre in Toronto, followed by MacMillan Yard in 1988 and London in 1989. The Capreol and Hornepayne desks were moved in 1986. By 1990, CN will have eight RTCs across the system.

Crossing gates for pedestrians will be installed on the Oakville subdivision, at Ogden Avenue, Alexandra Avenue, and Clarkson Road. ■ The Oakville subdivision is being rebuilt this summer between Jameson Avenue in Toronto and Port Credit, with new ties and ballast. ■ At MacMillan Yard, two new classification tracks are being added to the 72-track main C Yard, connected to the dual hump. The retarders on the dual hump are being replaced, in a five-year project.

The 465-foot Campbellford subdivision bridge over the Trant River has been removed. The eight steel spans are now at a St. Catharines scrap dealer. The end abutments were demolished, and the embankments reduced in slope. The central abutments in the river will remain. (CN Great Lakes region News)

All traffic to Newfoundland from the middle of June has been by container or piggyback; Marine Atlantic was to stop car ferry service on July 1st. (Bruce Chapman)

## Canadian National

## Canadian Pacific

### Don Mills derailment

A westbound CP Rail train from Toronto Yard to Lambton derailed on the north track at Don Mills (mile 204.2 Belleville subdivision) at noon on July 14. Of the seven engines and 103 cars, three engines (SW1200RS 1241, SW1200RS 8124, and GP9 1578) and 31 cars derailed. (Also on the train were SW1200RSs 1213 and 1214.) All of the derailed cars were empty, except for one, carrying newsprint. Insulation in one of the cars

caught fire briefly. A broken wheel on one of the engines may have caused the derailment. Railfans Dave Smith and Rex Rundle were on the scene that afternoon, but George Roe watched in vain for trains at Leaside until he heard about the derailment on the 10 p.m. news.

Some CP trains were backed east to Brighton, and diverted westbound on the CN Kingston subdivision. Trains to the north backed to West Toronto from Lambton and Obico yards. The Belleville subdivision was closed for about 30 hours. The first train through, on the south track, was the eastbound VIA train to Havelock, and then seven westbound freights passed in close succession. (Rex Rundle, Gray Scrimgeour, Gord Webster, Bruce Chapman, Toronto Star, Toronto Sun, Globe and Mail, CFTD-TV)

#### On the scene at Rigaud

On May 13th, STCUM FP7 1302 was on #211 and 1304 was on #21. All of the ex-CP motive power and rolling stock now appears to be painted in the STCUM blue and white. I decided to follow #211 to Rigaud, which used to be the terminus of several commuter runs. The substantial stone station is still in Rigaud, and appears slated for some alteration if one can judge from the Government of Canada sign at the rear, proclaiming a "joint urban transportation project." The M&O subdivision has been abandoned from 500 feet west of Rigaud station, and the track removed. There is no agent in the station now and the order board has been amputated. Number 211 arrives sedately, unloads its passengers, then slowly backs around a wye whose tail crosses the main street of Rigaud. The train is then parked for the night. (Bob Sandusky)

#### TH&B rebuilds

The rebuilding plans of the former TH&B engines still in service have been revised. GP7s 73 and 75 and GP9 403 will be rebuilt as road engines, with transition, and will be maintained at Toronto and assigned to the TH&B. The change was made to allow three yard switchers to be replaced by locals from Hamilton. Thus, there will be only 8 engines assigned to the TH&B in the future. The six at or on their way to Angus will be 1600-series switchers; the other 3 will go to Angus in the fall may be numbered separately, perhaps in the 8200s. All of the TH&B GP9s are being converted from long-hood forward to short-hood forward as they are rebuilt. Also, MU with CP units will be possible for the first time. (Bruce Chapman)

#### In the shops...

RS18 1832 was released from Angus on June 3rd, after repairs to damage resulting from the Espanola wreck. ■ CP bought CN RS18 3634 on July 15th as scrap; its frame will be used to repair 8758. ■ Guttled FP9 1407 and FP7 1432 left Angus on July 16th. ■ SW8 6705 was transferred from Windsor to Toronto. (Bruce Chapman)

#### Into Angus for rebuilding...

GP7	76	to be 1686	in shops 87-05-15
RS18	8736	to be 1838	in shops 87-06-18
RS18	8780	to be 1835	in shops 87-05-27
RS18	8783	to be 1839	in shops 87-06-29
RS18	8785	to be 1837	in shops 87-06-12
RS18	8789	to be 1840	arrived 87-07-02
RS18	8796	to be 1836	in shops 87-06-08
GP9	8802	to be 1652	in shops 87-04-30

#### Rebuilds completed at Angus...

GP9	1646	ex 8639	out 87-05-22	to Alyth
GP9	1647	ex 8707	out 87-05-29	to Alyth
GP9	1648	ex 8641	out 87-06-09	to Alyth
GP9	1649	ex 8684	out	to Alyth
GP9	1650	ex 8685	out 87-06-30	
GP9	1651	ex 8541	out 07-07-03	
GP9	1652	ex 8802	out 87-07-17	to Moose Jaw
GP7	1682	ex 72	out 87-07-17	
GP7	1683	ex 73	when complete	to St-Luc
GP7	1685	ex 75	when complete	to St-Luc
GP9	1690	ex 403	when complete	to St-Luc
RS18	1836	ex 8796	exp 87-09-04	
RS18	1837	ex 8785	exp 87-09-10	
		ex - formerly		
		out - out of shops		
		exp - expected out of shops		
		to - assignment after release		
		(BRS "Branchline", Bruce Chapman)		

#### Leased Power...

B&O	3709	in Angus for repairs; in service 87-07-14
B&O	3711	in Odgen for engine repairs
B&O	3736	in Odgen for engine repairs
B&O	3720	in service 87-05-28
B&O	3722	in Angus for repairs; in service 87-07-14
B&O	3724	in service 87-06-01
GATX	5070	in service 87-06-01
GATX	5076	in service 87-06-03
GATX	5077	in service 87-05-18
GATX	5085	to EMD La Grange, via Soo 87-06-12
GATX	5088	arrived at Toronto 87-06-06
		(Bruce Chapman)

CP must be desperate for power: 32 MoPac GP38-2s (owned by Helm and now on lease to UP) were examined at North Platte. Of the 32 (2000- and 2300-series), only 3 were in running order. The engines had no dynamic brakes, incompatible radios, poor cabs, classification lights painted over, inoperative deadman pedals, and no walkways between the engines. But most of the engines have either been sold or have been retained by UP for the present, and none will be coming to CP. (Bruce Chapman, PS)

Five QNS&L SD40s have been leased; they will arrive at Montréal this summer: 200, 201, 202, 203, and 220. ■ All 35 of the leased CN RS18s were returned on July 2nd. Now Santa Fe may request the return of their GP39-2s, because of an upturn in traffic. ■ CP has an option to purchase the Algoma Central SD40s now on lease. ■ The GATX ex-MP SD40s on lease to CP will be rebuilt by Peaker Services, in Brighton, Michigan. B&O 3731 was sent there from Windsor on June 30th. (Bruce Chapman, BRS "Branchline")

Of the 20 ex-Missouri Pacific SD40s leased from GATX (5070-5089, formerly MP 3070-3089 and originally 770-789), only 10 will stay on CP. Five had mechanical failures before leaving the U.S., and have since been sent to Mexico: 5074, 5078, 5080, 5082, and 5087. One, 5077, was returned south in April. Another, 5073, was called a "piece of junk" by a CP crew member. All of the rest have been spotted, except for 5071, 5076, and 5089. At least 5083 and 5086 are yellow.

SW900 6713 has been leased to Canadian Fertilizers at Medicine Hat, while their ex-CP 6500 goes to Alyth for overhaul. ■ CP is considering derating 4700-4743 to 3000 hp to save some maintenance costs. ■ SD40-2s 6046 and 6052 have had Hitachi traction motors installed. ■ M636 4732, which was at GM in London in the spring, has had a new (MLW) engine installed, and a new "crew alerter", a replacement for the deadman pedal.

CP has received permission to replace the agents at Welland, Smithville, and Dunnville with a mobile supervisor based at Welland.



Train 500 hit an open switch and ran into a building at Brighton, Michigan, on July 15th. The crew in the lead engine; Soo 6610, was trapped inside for some time. After it was extracted, the train continued to Detroit with the two remaining engines, CP 5504 and 5400, and a third engine was added at Detroit for the trip to Toronto. • Santa Fe 3659 and CP 3090 and 3008 derailed in a grade-crossing accident on the Willingdon subdivision in Alberta. (Bruce Chapman)

CP Rail's Pacific, Prairie, and Eastern regions have been replaced by the designations CP Rail West and CP Rail East, on the June timetables. (The Atlantic region had previously been incorporated into the Eastern region). The divisions (locally, London, Toronto, and Smiths Falls) continue unchanged. The TH&B and Canada Southern lines have been included in the London division in the new timetables. The Brandon division was merged into the Winnipeg division on July 1st.

One of the stranger rumours of the summer involves the re-opening of the CP line between Tweed and Glen Tay.

CP has sold an unused bridge over the Red River in Winnipeg. The bridge, between North Kildonan and West Kildonan, is 284 m long and 9.75 m wide. It was built in 1914, and has not been used since 1933. The bridge is to be used as a restaurant. The city of Winnipeg opposes the sale, and considers the bridge to be a navigation hazard. (Bruce Chapman, Gord Webster, PS)

### *VIA Rail Canada*

Construction is to begin this fall on VIA's new maintenance facilities. The transcontinental equipment will be maintained at Vancouver, in a \$22-million shop. Smaller maintenance centres will be at Winnipeg and Halifax (\$7-million each). There will be no VIA facilities in Moncton, as had been thought possible. The facility in Montréal (adjacent to Pointe St-Charles) is already under construction, and new centres have previously been opened at Ville St-Pierre and Toronto (Mimico).

VIA may cancel Toronto-Ottawa Trains 40 and 41 Monday to Thursday from August 10th to November 27th, because of bridge work at mile 1.26 of the CP Brockville subdivision.

#### Equipment

RDCs 6125, 6135, and 6211 are back in service after repairs; 6148 is in service, with 26L brakes installed. RDCs 6147, 6209, and 6210 are at CN Pointe St-Charles for wreck repairs (though 6209 has also been reported as retired). • VIA has reportedly purchased in the U.S. two used MP15 switchers, built in 1972.

Aylmer Manor, damaged by fire at TMC on January 18th, is being repaired at Ville St-Pierre. • Diners 1360 and 1367 are to be retired. • VIA is reported to have acquired ex-Rio Grande dome 1145 "Silver Sky", built by Budd in 1948 for the "California Zephyr".

Four former VIA and CN (originally Milwaukee Road) full-length dome cars are now in service on the Alaska Railroad, operated by the private firm Tour-Alaska. The cars carry tourists inland from Princess-Orient Tours cruises. Tour-Alaska also has twelve ex-Santa Fe high-level coaches, and competitor Holland-America Westours operates six ex-SF full-length domes in Alaska.

#### Amtrak in Canada

Amtrak announced on May 4th the indefinite suspension of service by the "Montréal" north of Springfield, Massachusetts. The train had not run to Montréal since flooding closed the line on April 5th. Amtrak is taking legal action against the Boston and Maine for not maintaining the line to the agreed standards in Amtrak's contract. The line had been 40-to-50 mph track, but had declined since the takeover of the B&M by Guilford, and

especially over last winter, so that many sections had a 10-mph slow order. Some have suggested that the state of the track is some kind of retaliation for Amtrak's having won the Boston commuter train contract away from the B&M. ("Railpace", BRS "Branchline")

### *Other Railways*

#### British Columbia Railway

Kennecott Copper SD40-2 101 to 107 will be renumbered as BCR 736 to 742. Shamrock Coal (Oneida and Western) SD40-2s 9950 to 9957 will be BCR 743 to 750 (BRS "Branchline")

#### CSX in Ontario

CSX (Chessie System) has permission to remove the agent-operator positions at Blenheim, St. Thomas, and Wallaceburg, and also the mobile agent at Leamington. All of this business will be handled by a central agency in Chatham. (Bruce Chapman)

#### Québec, North Shore and Labrador

The QNS&L has received permission from the RTC to discontinue the use of cabooses, and instead to use the "Digitair II" end-of-train unit. (Bruce Chapman)

### *Tourist Railways and Museums*

#### 6060 in Alberta

Work was to have resumed in June on the restoration of CNR 4-8-2 6060 by the British Columbia Railway. Arrangements have been made for the Alberta government to pay 35% of the costs of operating 6060, with the rest to be raised by the Rocky Mountain Rail Society (P.O. Box 6060, Jasper, Alberta T0E 1E0). In late summer this year, 6060 will return to Jasper with a short train. Through the fall, trips will be operated between Edmonton and Jasper, and between Edmonton and Calgary; a winter schedule between Edmonton and Jasper is being considered. In 1988, 26 trips between Vancouver and Jasper, under the name "Jasper Daylight" are planned. Former GO Transit single-level cars from Toronto are to be rebuilt at Can-Car in Thunder Bay for use behind 6060. ("CTC Board")

#### Across the country...

The Alberta Pioneer Railway Association in Edmonton is operating regular trips through the summer, with CNR 1392 on June 6-8, July 4-6, July 25-31, and long weekends, and with CN F3A 9000 on other weekends.

The Salem and Hillsborough Railroad is running three steam trips a day between Hillsborough and Salem, until September 6th. On weekends, an additional return trip is made to Baltimore, and from Wednesday to Sunday, "The Sunset" runs, with a four-course meal.

Port Stanley Terminal Rail is operating hourly trips during the afternoons, from Wednesday to Sunday. PSTR has purchased the CN-owned land on which they operate, and has carried out extensive trackwork on the line.

Ontario Rail's Tottenham operation has been named South Simcoe Heritage Railway. (FCRS "Tempo Jr.", Art Clowes)

#### Museums

The Oil Museum of Canada is restoring the Oil Springs station, including displays on the history of railways in Lambton County. (Sarnia Observer)

The Crown Zellerbach Shay at the National Museum of Science and Technology has been removed from the museum's restoration bay after 12 years. The engine is expected to be operational by this fall. (BRS "Branchline")

The West Coast Railway Association may open an operating railway museum in Squamish. The group has been offered 20 acres of Crown land adjacent to BCR's main shops, and access to a four-mile railway grade, built to a planned coal port but never opened. (Bruce Chapman)

## THE TRAIN SPOTTERS

*Recent observations by UCRS members*

• **Montréal, May 13th and 14th (Bob Sandusky)**  
In Laval, a private 3-foot-gauge diesel was discovered at 170, Boulevard St-Elzéar, at the CP crossing. It belongs to Romeco Inc., a railway maintenance company. The Vulcan 0-4-0 is number 3892, built in 1928, and it sits on a plinth. • About 1 km south is St-Martin Jct., a staffed CP station with some activity around it. (The train order office was closed on June 7th, -PS) It is the junction of the line to Ste-Thérèse and Hull with the temporarily truncated one to Québec. Rebuilt RS18 1823 and Chessie GP40 3720 were seen here. • Across the yard is a gathering place for motive power owned by A. Merrilees. The black switcher mentioned in Newsletter 451 was there. A workman said it came from the St. Lawrence Railroad, but no identifying marks or plates could be found. It is number 17, possibly an S4 with a bevelled hood. Other motive power at Merrilees: GP8 7961, ex-Lamoille Valley and before that ICG (via PNC); ex-CP S2 7045; GE 44-tonner D1 (builder's number 31114, May 1951). This old-timer started with the Suncook Valley and passed on to the Sanford and Eastern, the Greenville and Northern, the Claremont and Concord, and Donohue Paper (at Clermont, Québec). A real boomer.

At Turcot: CN 3124, 7200 with slug, 7924, and 8305.

At Dorval: VIA 6913 on Train 69.

LRC coach 3323 on CN-CP interchange track.

At Ville St-Pierre: The 10 ex-Amtrak LRC cars.

• **At Leaside, May 17th (Gord Webster)**  
14:37 #500 Soo 6614-Milw 157-Soo 6620-730.

• **At Leaside, May 24th (Gord Webster)**  
18:58 #189 VIA 6123.  
20:30 #502 Soo 6621-6616-86C-2 vans.  
20:48 Eastbound CP 8921-5546, light.  
21:26 Eastbound CP 5403-5541-52C.  
21:33 EB Starlight CP 5795-4742-103C.  
21:40 #190 2 VIA RDCs.  
22:08 #501 Soo 6609-6620-5414-94C.  
23:00 WB Kinnear CP 4232-4227-4238-26C.  
23:20 #937 CP 5405-4736-4730-87C-2 vans.

• **In Montréal June 15th (Bob Sandusky)**  
At Glen: CP 8769 on a wayfreight with STCUM FP7 1305.  
At Turcot: CN 7231-232 (usually at Taschereau).  
EB CN 9654-9658-9637.

• **In Montréal, late June (Dave Bower)**  
At Pointe St-Charles: BN SD45 6629.  
At St-Luc: CP 1423 and 4063 (both red).

• **At Leaside, June 28th (Gray Scrimgeour)**  
On two separate trains, GATX (ex-MP) 5075 (blue) and 5083 (yellow).

• **At Leaside, July 13th (Gray Scrimgeour)**  
(The south track was closed east of Leaside.)  
21:15 #501 Soo 6612 and 2 CP SDs with 86 cars,

mostly trailer flats.  
21:25 Eastbound CP 5408-4720-4743 with 62 cars; crossed over to north track.  
21:35 #928 CP 5946-5790 with 52 cars; crossed over to north track.  
22:10 WB Kinnear CP 4200-1831-1823 with only 12 cars; crossed over to south track.  
22:15 Eastbound CP 5511-5531-GATX (MP) 5088 with 39 auto racks carrying Hondas, Mazdas, and Nissans.

## Miscellaneous Trivia

Two people may be charged with mischief after trying to derail the Stanley Park miniature railway train by knocking a tree onto the tracks on July 17th. (Vancouver Sun)

Watch for the video of "Sincere" by the Ottawa group Eight Seconds, filmed on the Morristown and Erie. (PS)

"Milk run" trains are still common on VIA, but whistle-stop airline schedules are more unusual. Some examples from the Canadian Airlines timetable: Flight 614, Vancouver-Kelowna-Cranbrook-Calgary-Regina-Winnipeg-Ottawa, and Flight 685, Ottawa-London-Windsor-Winnipeg-Saskatoon-Calgary-Vancouver. The most incredible is Flight 647, Calgary-Edmonton Municipal-Edmonton International-Fort Smith-Hay River-Yellowknife. The section from Edmonton Municipal, near downtown, to Edmonton International, which is south of the city, takes 17 minutes (PS)

Corrections: • The CP derailment in Smiths Falls on May 23rd was the westbound 501, at the east end of the yard. • TH&B GP9 403 is still in service. (BRS "Branchline")

### An editorial aside...

Over the next few months, you will see the railway news section of the Newsletter change gradually. Generally, this section will be national in scope (some bias can be expected towards southern Ontario), with emphasis on equipment, operation, and infrastructure. Priority will be put first on accuracy, then on detail, subject to completeness and consistency.

Your contributions are needed and are requested. Without them, the column is nothing. As a rule of thumb, the more work you do in preparing a news item, the more likely you are to see it printed as you submitted it. If you write a paragraph of synthesis and analysis, that will be put in without change. If you send in tabular information, it will be combined with others' and structured to suit.

Train sightings, I will admit, are not my thing. I do, however, think that they are useful in two ways: to follow a specific piece of equipment (I used sightings listed in five publications to gather the numbers of the MoPac SD40s on CP), or to illustrate normal operation (as above, at Leaside, or on the Amtraks, in the March Newsletter). My guidelines, then, are that sightings be (a) exceptional or (b) exhaustive. Required detail: date, location, train number or direction, equipment; optional: time if not on schedule, train length.

Your comments and suggestions for this space are welcome; expect to see more of mine from time to time.

•••••  
**MOOSE JAW STATION**--VIA Rail, which had been waiting for the City of MooseJaw, Saskatchewan to come up with a plan for keeping the local (ex-CPR) passenger station open, has run out of patience and decided to mothball its major part. The large waiting room will be isolated from the remainder of the structure and closed down, while a smaller adjoining area will be used by waiting passengers and as a baggage area. A taxi operator now occupying this area will be dispossessed. VIA says that it is not contemplating demolition of the 1920 vintage structure; it has wanted to close the station since taking it over, particularly to avoid the heavy heating costs, but has wanted to accommodate other uses which might be established in it. Alderman John Austin, Chairman of the Mayor's Task Force on Revitalization, told the press of his confidence that mothballing of the station could still be avoided and that a "business interest" is now looking at the possibility of using the structure.

--Regina LEADER-POST, via Harlan Creighton



# Adventures of the RUSTY RAILFANS: No. 2

The Rusty Railfans, for their latest junket, decided to see what the CPR had left for them at Port Burwell, Ont., on the north shore of Lake Erie and the southern terminus of the recently abandoned line southerly from Tillsonburg. And yes, to demonstrate their broadmindedness, they resolved to take in also some shiny rails and the operations upon them.

## Dundas and Brantford

Ignoring the promises of the weather man that the day would be a "scorcher", the Railfans set out west from Toronto and stopped first at the CN (VIA) station at Dundas to catch some main line action. They found the 1902-vintage station derelict and decrepit, victim of the ravages of time, neglect and fire. Evidence of the latter, externally, was confirmed by the presence of a hole in the north-westerly portion of the roof. The order board and all station signs have been removed, and the windows are boarded up. Immediately to the west of the structure stands a VIA-erected transit type shelter, containing a bench and a telephone. Two modern type platform lights (not attached to the station--mounted on free standing wooden poles) presumably cast a bit of illumination at this desolate location after nightfall. The whole scene seems to symbolize the absence of a budget for, and any real interest in, providing any kind of acceptable amenities for rail passengers at other than the largest terminals.

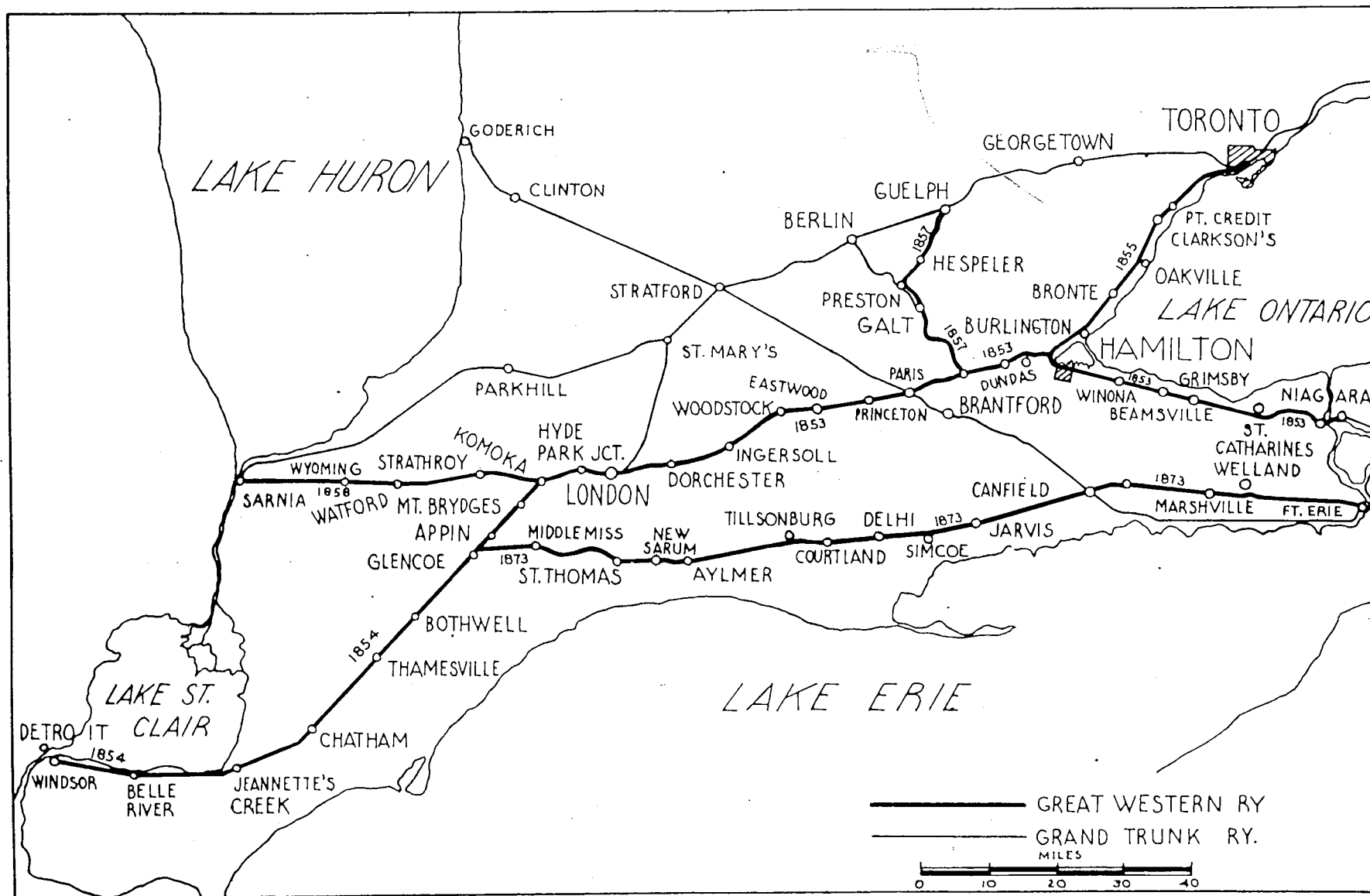
A local railfan/model railroader showed up along with his two young sons; he told of how the station area had been cleaned up by volunteer effort (certainly not by VIA or CN) and the garbage deposited, some of it in bags, beside the shelter for pickup. However, calls to the Town of Dundas garbage forces had yet to elicit the dispatch of a truck to the site. In the meantime, the refuse simply constitutes another disamenity for passengers awaiting trains or taxis. The story persists that historically minded persons in the vicinity wish to rescue and move the Dundas station for preservation. The dispassionate observer really is forced to question whether the effort (and expense) would be worth it. To move the structure by road would seem to be an almost insuperable problem because of the grade and dog's leg configuration of both the station driveway and the connecting road, as well as the low railway overpass. A move might be accomplished by rail (with delivery to some point on the TH&B Dundas spur) a la Cabin D in Toronto. As for trains, the Railfans saw three westbound movements, a VIA train which did not stop at Dundas, a long mixed consist freight, and a two Geep-two caboose movement.

The next stop was Brantford station, where a much better scene was presented. The brick and stone station, with its corner turret, is owned by the City of Brantford, which has refused to let it be painted grey, or defaced in any other way, and which specified tiles for roof replacement. The interior has been modernized in a restrained and tasteful way and is in good condition. Some of the exterior woodwork, however, showed need of repairs and repainting. A local railfan, Carl Bury, was on hand with a scanner, and demonstrated to the Rusty Railfans his considerable knowledge of the rail scene in and around Brantford. CN Geeps 4520 and 4537, which had been seen at Dundas on the previously mentioned caboose hop from Hamilton, were switching a variety of tank cars in the yard directly across from the station, and then departed eastbound with some of them and the two cabooses (one at the rear end and one behind the units) to head towards Caledonia on the Buffalo, Brantford and Goderich line. Also seen was an eastbound LASER (container train) powered by three GTW units and with much of the consist made up of 5-ction articulated container flats, and an eastbound LRC with unit 6918.

Carl Bury told of plans to move the Brantford Yard easterly to the edge of town, and the concomitant relocation of a section of the BB&G line to provide access to the yard. This would permit removal of the present switch at the point where the branch now leaves the main line, a location which is said to bother engine crews because the main line actually takes the diverging direction from the switch, with the branch line continuing straight ahead. (The BB&G was the original line, and the main line to the east represents a 1905-constructed cutoff from Lynden to place Brantford on the GTR main line; the old main line, built by the Great Western Ry. in 1853, had bypassed Brantford to the north).

## Tillsonburg and Port Burwell

After circulating around a bit (and spying a special advertising paint job on a Brantford Transit bus), passing the Market-Colborne corner and remembering that it had been the hub of the Brantford Municipal Ry. (converted to buses in 1940), our heroes left for Tillsonburg. Westerly from Simcoe, they drove along Highway 3 past the fields of tobacco and corn which characterize this part of Southern Ontario (why are the tobacco curing sheds invariably covered with green asphalt siding?). After lunch in a restaurant on Tillsonburg's main street, the town's three stations were sought out. First seen was the former CN station, now an arts and crafts store, actually bearing the name "The Great Western Railway Station" (the original pre-Grand Trunk owner of the 1873-constructed Fort Erie-Glencoe "Air Line"--see accompanying map of the GWR system). This line is now abandoned through Tillsonburg and there is no track remaining in the vicinity of the station. Next visited was the CPR station, unused and for sale. There is no longer any track at the station, although track does exist nearby. Finally, the Rusty Railfans dropped in at the CASO (ex-Conrail, ex-PC-ex-NYC, now CN) station, a grey painted structure of uncertain present usage. The one time high iron of the great New York Central System now seems to tell of faded glory--the eastbound main track now serves as the main in both directions, while the westbound, exhibiting signs of some use, is essentially a long continuous siding, considerably more weed grown than its mate. Both tracks still display anticreepers, which are mute testimony to their heavy former uni-directional traffic. Particularly noticeable, by contrast



THE GREAT WESTERN RAILWAY AT ITS GREATEST EXTENT, WITH COMPETITIVE LINES OF THE GRAND TRUNK RAILWAY ALSO SHOWN. NOTE THE LATER CONSTRUCTED "AIR LINE" WHICH BY-PASSED HAMILTON.

with other CN and CP main lines, are the untreated ties, many of which are badly rotted and in need of replacement. The sidings in the vicinity of the Tillsonburg station seem to be largely still in place, although there was a total absence of freight cars. The summer sun beat down on a somewhat empty scene, although the shining rails offered some encouragement, even to Rusty Railfans who, if truth be known, would much prefer to see rails have a healthy burnish upon them.

On to Highway 19 which extends south to Port Burwell. Part way down the road the fans encountered the high, rather spindly, steel trestle which carries the CPR's Port Burwell branch over the road. One of the party was inspired to photograph the bridge for posterity--after all, the bridge may well be gone the next time that they come this way. It was not possible to tell whether or not the rails had been removed from the bridge; there was evidence of ties lying loose on the structure (their ends were visible from below), but they may have been placed there as a deterrent to snowmobilers.

Port Burwell yard, at first sight, looked to be devoid of track. After a walk out onto the long concrete pier to catch the lake breezes, and an inspection of the remains of the rail car ferry dock, however, rails were spotted. Port Burwell was a point for the receipt of coal shipped across Lake Erie (from Ashtabula, Ohio), and abundant evidence of this remains in the form of the coal covered ground adjacent to the dock area. One of the Railfans decided to gather up some of the black stuff and to take it home in order to produce the aroma of steam locomotive coal smoke in his own fireplace. A number of sidings were found north of the dock area, buried in grass and weeds, and various concrete foundations suggestive of an engine terminal were found, on both the east and west sides of the north-south oriented tracks. Unlike the situation in Meaford (Adventures No. 1), however, it proved impossible to reconstruct the layout, and a turntable pit could not be found. One curious feature was a hexagonally shaped concrete foundation of about the size to be suggestive of a water tower base. The targets still in place on the switch stands were of the old metal type; however, the most northerly yard switch was found to have new type reflectorized targets above the old target, presumably in short lived replacement of a former lantern. Everyone else in the immediate area, who had any sense, was cooling off in Lake Erie or at least reclining on the beach. Along with mad dogs and Englishmen, though, the Rusty Railfans go out in the mid-day sun to slog around abandoned railway yards.

#### Port Stanley

Our heroes departed Port Burwell in anticipation of seeing Port Stanley Terminal Rail, a real live tourist operation. They were doomed to a certain amount of disappointment when they pulled up to the Port Stanley station and found that the day's last departure (5 p.m.) had already departed for Union. It was not long before they were able to photograph the train on its return to Port Stanley, however, the consist being GE two-axle diesel L-1, the home made open bench car, and ex-TH&B caboose 66. Having struck up a conversation with railfan Tim Flynn, who was on duty in the station, the Toronto contingent was invited by him to have a cab ride in L-1 up to the yard area north of the station. Here they inspected the ex-Conrail dormitory/dining/work train car which PSTR plans to convert into a passenger diner, and they also photographed other equipment.

After riding back, the Railfans decided to trace the former London and Port Stanley line to the beach terminal, to the south-west of the Port Stanley station. The track still crosses the street just south of the station, although it is not used by PSTR, and carries on for a few hundred feet (including a spring frog remaining from a former switch). Since abandonment of this section, an industrial development has obliterated the right-of-way and the hikers had to divert to the west to the street system. Soon the alignment was picked up again, where the right-of-way cut through several residential blocks with a series of grade crossings. In one of these blocks there still stands one of the typical steel L&PS lattice overhead poles; apparently the only one remaining in town, on the north side of the right-of-way. Some half buried rail is still visible close to the south property limit (this would not have been the track position, but seems to represent some rail having been placed off at the side of the right-of-way and simply not picked up when the rest of the track was lifted and removed). Next came the open area where the two-track beach terminal was located. The concrete platforms are still in evidence, one on each side of the tracks, and one in between them. Grass strips represent the actual track locations, and an angular cut through the centre platform near the west end of the terminal area shows where a crossover (north-west to south-east) extended between the two tracks. The northerly track had only one car length west of the crossover switch. The terminal did not have platform sheds, but was enclosed with wire fencing, making in effect a compound. No overhead poles or fencing now remain, but interestingly rails are still visible on both tracks at their westerly (stub end) extremities. It was not possible to tell if the rails remain for the full length of the platforms, as the ground level, in the former trackbed areas, for some reason is higher in the sections to the east of the area where the rails are still visible.

This was perhaps the most poignant moment of the day's trip, as the Rusty Railfans surveyed the above described remains, all that is now present to mark the spot where the big green cars disgorged crowds of beach goers in the warm days of summer and picked them up later as they returned home to St. Thomas or London. The Railfans were particularly glad that they had made this pilgrimage to one of Southern Ontario's busiest (seasonally) interurban terminals, as a large sign erected on the property indicated that the Port Stanley Development Co. plans to construct a residential condominium project called the "North Shore" development (shades of another, more famous, interurban).

After retracing their steps to the PSTR station, the Torontonians had supper at a nearby restaurant in the company of Tim Flynn, and as can be imagined, with plenty of railfan talk. He informed them that the PSTR had recently received its Provincial Charter of incorporation as a railway company, said to be the first instance of such in Ontario since 1927. Following the pleasant repast, Tim showed the contingent through PSTR's ex-CPR business car QUEBEC, later car 24 (Angus, 1929), now owned by the Jolliffe family, which is very active in PSTR affairs. The car is well preserved with its original wood panelling, light fixtures and other period appointments, and is used by PSTR personnel who stay at the property overnight. All too soon this pleasant sojourn came to an end and our Rusty Railfans hit the road (would that it could have been the L&PS!) for home.



# UCRS and other events and activities

by Ed Campbell

The July regular Toronto meeting, held at North Toronto Collegiate, featured movies by John Fleck, including a sequence shot from a dome aboard the CANADIAN through Western Canada. Also shown, by Alan Crompton, were slides of tourist railway operations in New Jersey and Pennsylvania.

--It is with a great deal of sorrow that we have to report the death of Toronto member Fred Tomes. Fred served as President of the Society approximately 20 years ago. An electrical engineer by profession, he was on the staff of the TTC's Engineering Dept., having been employed by the Commission since 1966. The Society's deep condolences are extended to his widow.

Friday, August 21--The regular Toronto UCRS meeting at North Toronto Collegiate at 70 Roehampton Ave. (Room L8). The location is just east of Yonge St. on the first street north of Eglinton Ave. Enter by door on west side of building. The meeting commences at 7:30 p.m. sharp. The entertainment, consisting of videotapes, will be provided by John Fleck. If you have a videotape to show, contact John at (416) 286-3644.

Friday, August 28--Regular Hamilton Chapter meeting in the auditorium of the Hamilton Spectator building, featuring 35mm slides. Toronto members have excellent GO Transit bus service to the close vicinity of the Spectator building at 44 Frid St. The shuttle bus from the Oakville trains, the Hamilton express buses and the Lake Shore buses stop at or near Main and Dundurn Sts., within a 10-minute walk of the building. Return GO buses all stop at King and Dundurn to pick up passengers for Toronto. See the GO Lakeshore timetable for times. The Hamilton Chapter hopes that, because of the good transportation service from Toronto to the new location, more Toronto members will attend the interesting Chapter meetings to show their slides.

Friday, September 11--Ontario Society of HO Model Engineers opening meeting for the new season at 8 p.m. in Rosedale Presbyterian Church, Mt. Pleasant Rd. and South Dr., Toronto. Admission free.

Sunday, September 13--Lake Shore Model Railroaders Assoc. flea market at the Queensway Lions Bingo Hall, Kipling Ave. and The Queensway, Toronto, 10 a.m.-3 p.m. Enter from The Queensway by way of Queensway Lions Court, west of Kipling Ave. Plenty of parking. Adults \$2, children under 12 free. For table space and information call Bill Priest, (416) 629-3451.

Monday, September 14--Toronto Transportation Society meeting at Pape Recreation Centre, Gerrard St. East and Pape Ave., Toronto, 8 p.m., admission free.

Friday, September 18--Regular Toronto UCRS meeting, returning to the usual meeting place in the 6th floor auditorium of the Education Centre at College and McCaul Sts., Toronto at 7:30 p.m. The entertainment will be provided by Peter Benham in the form of an illustrated talk on the Buffalo area operations of the Delaware & Hudson Ry. Don't forget your newscast slides.

Friday, September 25--Regular Hamilton Chapter meeting at the Spectator Building auditorium, 35mm slides will be featured. See Aug. 28 entry for transportation directions. Bring your newscast slides.

Sunday, September 27--Model Train Meet at Howard Johnson's Airport Hotel, Dixon Rd. and Highway 27, sponsored by George's Trains. Adults \$2, children under 12 \$1.

Friday, October 16 to Sunday, October 18--"Rails through the Oaks": the Fall 1987 Niagara Frontier Region NMRA Regional Convention, at the Howard Johnson Hotel, 590 Argus Rd., Oakville, Ont. Clinics, banquet, videos, films, flea market, layout tours and prototype tours. For convention brochure, contact George Stephenson, 3671 Glencolin Court, Mississauga, Ont. L5J 2G3, (416) 270-0038.

Advance Notice--On Saturday, November 21, at 10 a.m. there will be an auction of the lifetime collection of William C. Bailey, a longtime UCRS member. The collection in a very general way consists of all sorts of interesting memorabilia of traction and steam, including, for instance, over 400 hardcover books. The event will take place at Hume's Auction Farms, Milton, Ont., located two miles east of Hwy. 25 and two miles north of Steeles Ave., three miles north-east of Milton on the Fourth Line. A catalogue will be available at \$5 by September 1 from Hume's Auctions., R.R. 5, Fourth Line, Milton, Ont. L9T 2X9.

## 20 Years After

by J.M. Harry Dodsworth

EXPO 67 was the swan song for passenger train travel. At that time, CN alone had over 2000 cars (whereas VIA today has less than 700) and all of these plus the CP fleet were pressed into service to move fairgoers. These memories are based on my observations at Kingston, Ont.; there were also special trains from the West Coast, the Maritimes and the U.S., while the Centennial Train toured the country with a travelling exhibition.

The Turbotrains were promised for 1967 but did not come into service until 1968. The RAPIDOS provided a nominally non-stop service between Toronto and Montreal. Service to intermediate stations was offered by the LAKESHORE and the BONAVENTURE. These often ran in two sections of up to 17 cars. They used a mixture of modern coaches, heavyweight cars, clerestory roofed cars (in both CN black and green and the newer black and white) and the stainless steel articulated diners (ex-NYC) which were leased from the Pickens R.R. and subsequently bought by CN. Equally, a passenger locomotive was anything that would pull passenger cars. Besides the FP9s and FPA4s which are still running, the CLC-Fairbanks-Morse C-liners were still in service; GP9s were used



in mixed lashups and even GMDIs were used on Ottawa-Toronto trains. Besides the ONTARIAN, at that time running between London and Brockville, another RDC train (649/650, the EXPOLINER) ran between Belleville and Montreal to allow day trips. At least on the inaugural trip, this had a special headboard; does any member have a photograph? An evening at the station was most productive as between 1818 and 2007, eight passenger trains passed Kingston. A one-way coach fare from Toronto to Montreal cost between \$8.20 and \$11.40.

# CORRESPONDENCE

Dear Editor,

I wish to add a small repartee to Mr. R.F.M. McInnis' letter, published on page 18 of NEWSLETTER 452 (June 1987). This made reference to the fact that I had wrongly informed readers concerning the Central Western Ry., stating that railfans were not welcomed on the premises. Let me submit, with all due respect and apologies to my Edmonton confrere, that only part of my letter was published. When I wrote, the CWR was going through a great deal of difficulty in obtaining a licence, while at the same time being hassled by rail unions. Not wanting to put words into anybody's mouth, I believe that, being interviewed at the time, an official mentioned that the CWR was not a railfan operation and that crews were interested in running trains. Not put into so many words, the harsh tone seemed to mean what it meant.

It wasn't my idea to convey the "stay home" feeling and I apologize to all concerned, noting with great satisfaction that things have mellowed. By tradition out west, railfans are always welcomed around properties--providing that they ask first. As Mr. McInnis pointed out so well, some railfans are less responsible than others; a few people will recall a "lost" bell off the 6060 on a fantrip. It gives all of us a bad name. A while back, I wrote about diehard railfans who became virtual pests bothering the crew of 1201 and being uninvited guests aboard her when she was reserved for longtime CP pensioners' viewing, specifically. I even had the misfortune of railfanning with a friend who insisted that the crew of a certain engine at a rail yard move that engine elsewhere because the light was wrong and poles were in the way. We don't railfan together anymore!

Mr. McInnis is absolutely right when he stresses responsibility. It's best to check with the brass first, approach the crews professionally, and, most important, let them get on with their work. One's attitude and knowledge will soon get a comment or two by the crew as well as a possible invite to join them, either for coffee or in the cab. Simply put, don't "bug" the crews for a cab ride; ask the bosses first and they'll usually bend over backwards. Just as in camping, leave nothing but your thanks. A photo is later appreciated on the office wall, but some railfans have been promising the world and have not delivered--another source of bad feelings.

To finally answer Mr. McInnis, I personally haven't visited the CWR yet, mainly due to our conflicting schedules, but am greatly looking forward to it during my holidays. Based on the good recommendation, I should not hesitate in my quest and want to thank Mr. McInnis for his kind words and concern.

--M.F. Jones

## Readers' Exchange

● Wanted: diesel locomotive-suitable for switching and train operation; please contact Southern Ontario Locomotive Restoration Society, Box 196, Jarvis, Ont. NOA 1J0.

● Randall Lowry, 279 Cartier Dr., Woodstock, Ont. N4S 7T9, phone (519) 539-6744, has a number of copies

of Trains, Railroad and Railfan for sale: 1960s-1980s. Call or write for list.

● For sale: The Toronto Trolley Car Story, by Louis H. Pursley, and Rails from the Junction, by James V. Salmon. Good condition. Best offer. Contact John Thompson, 19 Glencrest Blvd., Toronto, Ont. M4B 1L2, (416) 759-1803.

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