



# Newsletter

INCORPORATED 1952

ELORA BRANCH FOR ABANDONMENT

NUMBER 457

NOVEMBER 1987

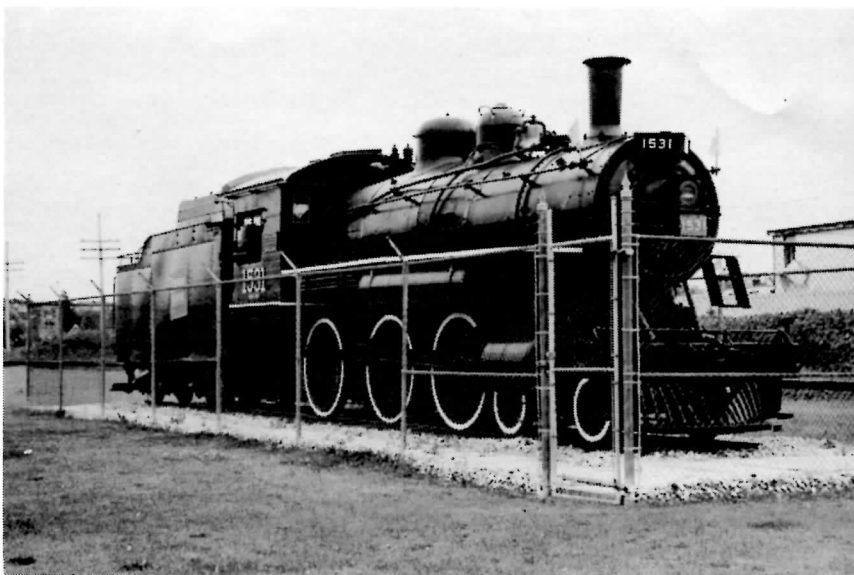
RUSTY RAILFANS 3  
(BARRE, ALLIHL, BEETON,  
ALLISTON)



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



A westbound Calgary Transit C-Train (LRV) at Lions Park Station on the recently-opened Northwest LRT Line. --M.F. Jones



The first stop made by the Rusty Railfans (see article this issue) was in the Allandale section of Barrie, Ont., where they photographed well-maintained CNR 4-6-0 1531, equipped with Stephenson valve gear. The locomotive is displayed about  $\frac{1}{4}$  mile north of the VIA (ex-CNR Allandale) station, beside the CNR main line. Wouldn't it be nice to see it running! --John D. Thompson



CPR Ten Wheeler 1057 and a string of heavyweight coaches await the call to service on a siding at Tottenham, Ont., Fall, 1987. The tender again is properly lettered "CANADIAN PACIFIC". The Tottenham station was just behind the 1057. Hopefully, operation will commence between Beeton and Tottenham on the ex-CNR Beeton Sub. within the next year or so. --John D. Thompson



*Canada's passenger rail network*

# REBUILD PROGRAM

## AND OTHER EQUIPMENT NOTES

VIA Rail's 190-unit passenger car equipment reconstruction program, as authorized by the Federal Government instead of placing an order for new equipment, will cover a 3½ year period commencing in mid-1988 and concluding about the end of 1991. The cars to be rehabbed include 155 Budd built ex-CPR stainless steel cars and 35 ex-CNR blue and yellow cars, the latter including both sleepers and coaches. Eight units from the Budd fleet, consisting of five PARK series cars and three diners, are not to be included in the program, and will continue to operate in unrebuilt form on the Maritime services. The rebuild program must be geared to the production of entire trainsets, while considering equipment requirements at times of peak travel. A computer model inputting these factors, among others, has concluded that 21 cars would be the highest number out of the 190 planned for rebuilding that should be out of service for that purpose at any one time.

Four stages will be involved in the processing of each car, as follows:

1. Stripping (steam heating equipment, carpets, seats, etc.)
2. Head end power installation.
3. Controlled repair (replacing seals around windows, replacing or repairing blinds, sash, faucets, door locks, defective mouldings and wainscoting, and buffing stainless steel trim).
4. Refurbishing (seat upholstering, new carpeting and drapes, interior painting, new kitchen equipment, including electric ovens, stoves and microwave ovens and improved ventilation systems).

An average time for each car involved in the program is tentatively estimated at 17 weeks, although actual experience may lessen or lengthen this. The tender call for the Budd fleet was expected by the end of October, while the ex-CN cars will not be tendered until the fall of 1988. Expected tenderers are CN, Bombardier, UTDC and Marine Industries Vickers. The stripping and refurbishing phases (1 and 4 above) may be handled by VIA in its own facilities. Contracts on the Budd cars are expected to be awarded by the end of April, 1988, with work to begin in July. If all goes according to schedule, the first rebuilt trainset should be ready for service in December, 1988. The basic program cost is estimated at \$120 million, including project management, engineering, quality assurance and training. Controlled repairs, involving regularly scheduled maintenance on the cars which is already overdue, adds another \$55 to \$60 million.

William Gelling, VIA's General Manager-Equipment Maintenance and Engineering, insists, in response to detractors, that modernization of the equipment is not "a poor man's new car project", but rather an opportunity to create a Heritage Car Fleet, one that is not new but is reliable, comfortable and attractive, and one having a charm that a newer car fleet might not have. While this assessment might not assuage the diehards who maintain that a fleet of new cars is the only thing that can ultimately save VIA, most traditional railfans will feel a responsive chord touched by Mr. Gelling's statements.

To go on with further items in the reconstruction, noise-free, weather tight diaphragms between cars are being developed. Anti-skid strips will be added to vestibule steps, or new steps installed--whichever is more feasible. Public address systems and service bells will be reactivated. The scratched and leaky domes will have their glass replaced with Lexan. A minimum of four emergency exit windows per car will be installed. New 26C brakes will be installed, as parts to repair the existing brake systems are becoming difficult to find. Elimination of the steam heating and old air conditioning systems is expected to result in a significant saving in maintenance costs as well as a substantial increase in car availability (and a concomitant reduced necessity of putting VIA passengers onto buses to complete journeys interrupted by equipment failure).

Other items in the VIA equipment future include:

- The LRC equipment is expected to have its banking feature restored to operation by the spring of 1988, permitting faster operation around curves and thus reduced schedule times.
- 26 F40PH's are now on the system and the remaining four on order will come as soon as their black boxes ("flight" recorders) have been installed; between 19 and 25 more F40PH's are to be ordered on the basis of a new allocation of funds to VIA.
- All MLW power is soon to be withdrawn; GM 'F' units, both rebuilt and unrebuilt, will carry on awhile longer.



## 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.

UCRS PUBLICATIONS COMMITTEE TO BE FORMED--The Society is planning to form a Publications Committee, with the responsibility, generally, to guide the publication of bulletins and books, from inception to finished product. Some preliminary discussion of future projects has taken place at recent Directors' meetings; however it is felt that the best way to handle the work is through a committee which would report to the Board, with one or two Directors sitting on it. Such a Committee has existed in the UCRS in the past. The role of the Committee, basically, would be to search out and evaluate manuscripts; evaluate existing but out-of-print Society bulletins with a view to reissue, possibly in an improved/updated format; perform research; and perform work such as layout and pasteup, cartography, drawing of plans, prepare estimates of costs and anticipated sales, marketing strategy, etc.

Meetings will be held on a regular basis, presumably at the Society's new offices, or some other convenient location. Since publications are likely to remain the Society's most important activity for the foreseeable future, this is a most essential Committee. Any members interested in joining are invited to phone Society President John Thompson at (416) 759-1803, or write c/o of the Society's address with any suggestions, etc. Those members who offered publications assistance in their renewal forms will be contacted.

--As most of our members are no doubt aware, the Society had agreed to relocate its records, show and publication material, archives, etc. from our location at the CN St Clair Avenue station to the Earls Court Legion at 6A Greenlaw Avenue. Well, the move took place primarily on Sunday, October 25th, with some follow-up over the next few days. It has been a sizeable undertaking, since your Society has amassed many pounds of many items. Your directors consider that the new location has many advantages, although there is considerable work left in sorting and filing. It is presently expected that we can have more on-site publication sales as well as being able to handle mail orders more quickly. Anyway, on behalf of the Society's House and Publication Sales Committees, I would like to thank all who helped with this move. I would like to thank Mike Lindsay for supplies, and a special thanks to all who spent numerous back-breaking hours on moving day. These included John Thompson, Al Maitland, George Meek, Ken Davis and his wife Mary, Ben Mills, and Chris Spinney. --Art Clowes, Vice-President

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--The former CNR (VIA) Commissary Building at the site of Spadina Coach Yard was demolished during September. The yard area is piled high with dirt excavated from the Skydome (domed stadium) project.

--The various freight and passenger cars formerly located at the CRHA museum at Harbourfront, since displaced by development, are stored on a siding west of Bathurst St., adjacent to Fort York. The equipment is reportedly destined for the planned CRHA museum at Smiths Falls.

--A drive through Southern Ontario in early August revealed that the rails are still intact on CN's Collingwood-Meaford line. CPR's Owen Sound station, last used by passenger trains in 1970, has recently been painted. By contrast, the former CNR Collingwood station, now a town museum, is in need of a paint job. The VIA (ex-CN, ex-GT) Sarnia station has been cleaned up, with the paint removed from the brick walls which are now presented in their natural light brown colour.

--In the October 1987 NEWSLETTER, page 15, bottom of first column: the rock video showing Locust Hill station was most likely shot at the Markham Museum, at Highway 48 and 16th Ave. The old CP station is now restored at the museum, along with observation car ACADIA and CP caboose 437230. The station faces eastward, so for photography purposes a morning visit would be best. Museum hours: 1 - 5 Saturday and Sunday, 9 - 5 weekdays.

--CP business car No. 2 is spotted on the lawn at Greystone Equestrian Farm and Restaurant on Durham Road 19, about 1.85 miles east of Durham Road 2, north of Raglan, Ont. Continue north under the CPR overpass and down to the bottom of the hill, turning right at the sign.

--above two items from Denis Taylor

**COVER:** PCCs still ruled the TTC surface rail system in the Fall of 1975, when John Thompson recorded eastbound 4424, built in 1949, at Queen and Church Sts. in downtown Toronto.



--The LRC demonstrator trainset which operated in the U.S. has been added to VIA's fleet; nine coaches from the set will be assigned to the INTERNATIONAL, while the tenth car and two power units (locomotives) will be cannibalized.

--VIA's LRC locomotives are now expected to have a relatively short service life, as it is not planned to perform any major rehabilitation on these units; VIA is contemplating as replacements new units of an as yet unspecified type to operate at speeds ranging from 100 to 125 mph.

--All serviceable RDCs are to be the subject of a reconditioning program for further extended service; tenders for this work have recently been called.

--Information from VIA Rail VIALOGUE and from an address by Mr. William Gelling of VIA before the Bytown Railway Society, by way of John A. Fleck



## ....AND THE ELORA BRANCH

Canadian Pacific Ltd., on behalf of its operating division, CP Rail, has applied pursuant to Section 253 and all other relevant provisions of the Railway Act, R.S.C. 1970 c. R-2, for authority to abandon the operation of the Elora Subdivision between mileages 0.0 (Cataract, Ont.) and 29.5 (Elora). The application letter, dated Sept. 25, 1987 and addressed to the Railway Transport Committee of the CTC, lists the stations on the branch as follows:

Station Name	Mileage	Approx. Population	Station Name	Mileage	Approx. Population
Cataract	0.0	NIL	Erin	4.5	2,000
Hillsburg	8.2	400	Belwood	17.6	100
Fergus	27.0	6,000	Elora	28.0	2,700

The line is served by a wayfreight assignment operating as and when required.

The Elora Subdivision was built in 1879 by the Credit Valley Railway Company, leased to the Ontario and Quebec Railway Company on Nov. 30, 1883 and included in the perpetual lease of the Ontario and Quebec Ry. Co. to the Canadian Pacific Railway on Jan. 4, 1884.

The track consists of a mixture of 72, 80, 85 and 100 lb. rail on No. 2 softwood ties. The brief represents that both the rails and ties are in poor condition. The ballast is gravel and is also stated to be in poor condition. The maximum degree of curvature is seven degrees 45 minutes, at Mile 0.19. The ruling easterly gradient is 1.63% at Mile 26.5 and the ruling westerly gradient is 1.49% at Mile 0.21.

There are 8 bridges on the subdivision, consisting of six pile trestles, one concrete slab and one heavy duty plate girder; there are 138 minor structures on the subdivision. For the benefit of anyone who might be thinking of taking the line over for continued operation, it is stated that drainage on the subdivision is generally good.

The Elora Subdivision has a speed restriction of 15 mph. Permanent slow orders are as follows: Mile 0.0 - 0.8, 5 mph; Mile 0.8 - 3.2, 10 mph; Mile 13.1 - 10 mph; Mile 23.0 - 28.0, 10 mph. The weight restriction is 220,000 lbs., with all six axle diesels prohibited on the line. Crane and auxiliary units 414470 to 414478, 414500 to 414502 and 414651 are prohibited on bridge 13.1.

As the railways' abandonment petitions inevitably state, highway service is provided by trucking firms throughout the entire area. CPR and CNR team track facilities are available at Alton and Fergus respectively. CP Intermodal and Domestic Container services are also available in all areas presently served by rail. There are no known potential resources in the area.

"Actual losses" are stated by the brief to have amounted to \$192,108, \$151,485 and \$173,074 for 1984, 1985 and 1986 respectively. Traffic received and forwarded on the Elora Sub. consisted of 43 carloads in 1982, 46 in 1983, 18 in 1984, 17 in 1985, and 19 in 1986. Traffic received on the line over these years consisted mostly of lumber, clay, limestone (two years only), and sodium boreate (two years only); shipments out from the line consisted almost exclusively of heaters, appliances and methanol.

--FROM PETER F. OEHM



VIA Rail styles its new VIA 1 service, introduced Sept. 8 on all trains in the Quebec City-Windsor Corridor, as "Affordable First Class". There is now only one First Class VIA service in the Corridor, Club and Club Deluxe having disappeared. The new service features hot meals, including breakfast. Apertifs and wine are supplied free of charge at noon and in the evening. Soft drinks, juices, milk, tea and coffee are served free throughout the entire trip.

Fares have changed too. For example, VIA 1 passengers travelling between Toronto and Montreal pay a \$25 surcharge instead of the previous \$15 for Club service, and \$35 for Club Deluxe service. "Affordable First Class" has been based upon passenger comments during recent market studies. All VIA 1 coaches are now clearly marked. Seat headrests have cloth covers and free magazines are available. Pre-boarding and complimentary newspapers are still part of the First Class service, which is being featured in special advertising and promotional campaigns. The hot breakfast/free cocktail formula was tested on certain trains in the Corridor from Aug. 4 until the new VIA 1 service was inaugurated on Sept. 8.

--VIA Rail "VIALOGUE"

--The ribbon rail laid out along the CN Uxbridge Sub. earlier this year has been laid at grade crossings, working south from Stouffville. A self-propelled crane, two flats and a transfer caboose have been used on this project, which lasted through the summer.

--Denis Taylor

# BOOK REVIEW

TWO FEET TO TIDEWATER, The Wiscasset, Waterville & Farmington Railway, by Robert C. Jones and David L. Register

Published 1987 by Pruett Publishing Company, 2928 Pearl Street, Boulder, Colorado, U.S.A. 80301 Hardbound, coloured dust jacket, 8 1/2" x 10 3/4", 269 + xvi pages, 305 photographs, nine maps, 28 reproductions of printed matter, acknowledgements, bibliography, index, locomotive and car rosters, five locomotive plans, 12 car plans, 27 yard, station and crossing diagrams. ISBN 0-87108-729-4.

Reviewed by John D. Knowles

Among the five Maine two foot gauge railroads, the WW&F ranked second only to the Sandy River & Rangeley Lakes in size and general interest. Its core line, which operated longest, was from Wiscasset up the Sheepscot valley to Albion, 43.5 miles. Chronically in financial difficulties, WW&F served an area too thin in population and business activities to support a branchline railroad. As a remedy, the railroad for years proposed extension northerly to connect with Canadian lines to give the latter access to Wiscasset's fine harbour. Thus there was a short lived extension from Albion to Burnham, with Pittsfield as the next objective. The road's corporate name until a 1901 reorganization was Wiscasset & Quebec. The WW&F name sprang from a plan to serve as the tidewater outlet to the Sandy River network, an attractive idea in the days of coastal schooner transportation, before the advent of motor trucks. The end of SR&RL's old Franklin & Megantic line at Bigelow was no great distance from the Canadian border. WW&F built and operated a branch to Winslow as part of the intended linkup with SR&RL, while much physical construction was done on the Waterville-Farmington section, never to be used. The Winslow branch soon succumbed to competition from the Lewiston, Augusta & Waterville Street Railway's more convenient route.

The proliferation of motor trucks and automobiles in the 1920s doomed the remaining Wiscasset-Albion line, which struggled on in continually reduced circumstances, finally doing business with only one train crew and a single travelling agent. Equipment was still fitted with worn, ineffective vacuum brakes; station stops were regularly made with recourse to handbrakes. The unplanned June 1933 abandonment is well known; it resulted from a derailment of the only operable locomotive; the difficult cleanup was never attempted.

The oft told WW&F story has been appearing for over 50 years in magazine articles, booklets and book chapters. Nevertheless, the current book covers much new ground. Everything is in far greater detail than in previous writing. The late David L. Register worked actively on the text for six years, but passed away before completion. Robert C. Jones, who has several previous rail books to his credit, took over and finished the task.

As with many small rail lines, there is a complex history of predecessor paper railroads and rival projects vying for investors' money and subsidies from area municipalities. The personalities and their interplay are described, as are the successive owners, ownership changes and managements. Operations over the years are outlined, aided by timetable reproductions. Descriptions are given of the line's three major wrecks, but the most gripping narration in the volume concerns the epic 1920 snow clearing session with crews away from home for almost a week, two plow trains derailed, drifted in, out of food, low on coal and out of communication in the white wilderness.

In addition to the good text, the book contains many fine photographs. Given that the line was abandoned in 1933, it is inevitable that the only pictures available of some significant subjects are not of good quality. The nature of the small communities served is illustrated by a number of charming distant views of the various villages, with the tiny rail tracks in the foreground. Photographs are credited to the original photographer where known, but numerous photos are credited only to collections, as pioneer railfans often did not either rubber stamp or otherwise identify themselves on their prints.

John T. Derr's locomotive and car drawings are of very good quality.

Keen narrow gauge buffs should seriously consider obtaining this book, even if they have other previous material on the WW&F.

## POST CARD REVIEW

COLOUR POST CARDS OF CANADIAN RAILWAYS AND  
OTHER FORMS OF TRANSPORTATION

Published by JBC Visuals, P.O. Box 1644, Station "M", Halifax, N.S. B3J 2Z1

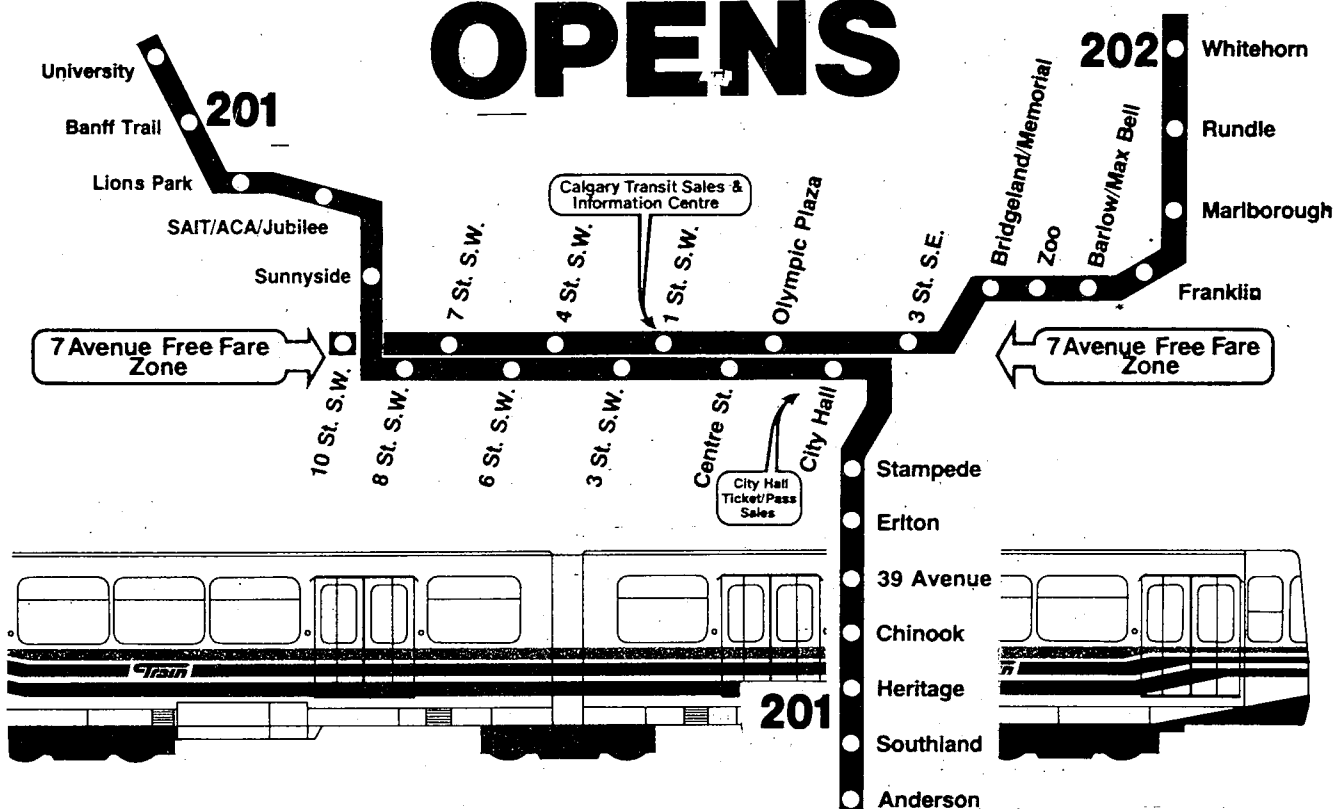
Reviewed by John A. Maclean

Undoubtedly the most economical way to form a collection of pictures of railways and associated forms of transportation in colour is by purchasing the excellent colour post cards now available in good supply from several producers. The principal Canadian source of such views is JBC Visuals of Halifax: their lists currently encompass 160 post cards, all in full colour, and all but one in the standard 3 1/2 x 5 1/2" format. The single exception is a fine portrait of TTC CLRV 4004 available in the "giant" 6 x 9" size.

While the emphasis is on steam and diesel views of Canadian railways, their offerings also include a nice selection of streetcars, interurbans, rapid transit, buses, trolley coaches, and a few steamboats. All cards are of good to excellent quality, even those whose originals date back to the 1940s. Descriptive material is provided on the back of each card, which is printed to conform with Postal regulations, although most readers will probably wish to keep them for their own collections, rather than using them for correspondence. An annual list-cum-order blank is issued, incorporating the year's new additions, and JBC will no doubt send a copy of the current one on request. Recommended--this reviewer has all the cards issued so far, and values them highly.



# NWLRT OPENS



by M. F. Jones

The newest leg of Calgary's LRT system opened in grandiose fashion, under budget, and three months ahead of schedule. Mayor Ralph Klein operated DuWag U2 unit 2077 through an inaugural banner shortly before noon on Friday, September 4, in front of about 400 guests, at the SAIT/ACA/JUBILEE Station. This station is the second of five, up the new line from downtown. For this occasion, the station was gaily decorated with purple, blue and white balloons (Calgary Transit colours); a five-man Dixieland band provided the pre-opening music as well as accompaniment on the official train, which operated to end of steel at UNIVERSITY Station and back to SAIT Station after the ribbon breaking. A reception for guests then followed at the Alberta College of Art, next door to SAIT, where lavish distribution of commemorative hats and pins took place. The general public could not participate, but was invited to ride the new leg free later that night, as well as all day Saturday and Sunday. Revenue service started with the first morning run, Labour Day Monday, Sept. 7. The line is now called "201 C-TRAIN ANDERSON/UNIVERSITY" and it is a direct extension of the south leg of the LRT, which had terminated at 10 St. SW, downtown. The 202 C-TRAIN WHITEHORN, serving the northeast, still ends downtown, for the time being.

It is not my purpose here to pontificate on how elitist the inauguration was, with ordinary people being turned away at the door by Calgary Transit security. About 40 of us, mostly of middle and old age, showed up to share in the event. Far from being gadflies, we wanted to commemorate the NWLRT fittingly by being participants in the festivities. Suffice to say, it was much too late, right at the door in fact, that we found out that we weren't wanted. Many old folks, who had literally walked a mile to get there, had to head back home disconsolately. Only one couple (UCRS 1875 and wife) managed to gain entrance to the inner sanctum after several tries; there were no seats for them on the station platform during the speeches, which lasted about an hour. Insisting again as the inaugural train was boarding, they were refused; then the Mayor relented after seeing what was happening. Our members got their picture and a small blurb in the Calgary HERALD for their dedicated effort. As for myself, I followed the action from just west of the platform and was able to get the photo I wanted, due to a sympathetic CT cop who explained the proceedings beforehand. It proved to be the only co-operation I got.

After listening to a CBC morning program on inauguration day, wherein one of the former LRT opponents was interviewed on air, I decided to phone the Calgary Transit Public Relations Department to ascertain the time and place for the event. They hemmed and hawed throughout the whole affair, finally stating that they weren't sure that the event was taking place. If only they had told me about the invitational proviso, I would have understood! Not satisfied with their evasiveness, I then phoned the AID Department of City Hall, which specializes in answering citizen inquiries; they returned my call about five minutes later and directed me to SAIT station for a 10 a.m. opening.

Promptly donning blue blazer, grey slacks and "old boy" tie, I journeyed to the site, only to be witness to the fact that workers were still busy installing the speakers' platform across the tracks from the station. With time on my hands, I decided to pay my first visit to the station interior, locked up during construction until now. My heart dropped upon witnessing row upon row of name tags on a couple of small tables in the lobby; the hostess present confirmed my fears. "Invitation only", she said. I was the first of the many "walk-ins" to find out. If only there had been warning signs at the gate, or better, "No frills" guest passes. I suppose it couldn't be estimated how many non-invited would attend. Then, there are the factors of available space on the inaugural train, as well as the commemorative hats and pins, etc. I'm sure that many of us didn't care about the material aspects--just the fact that we didn't have to be treated like second class citizens. After all, it is our taxes which paid for the line, the party, the commemorative perks and, most of all, the salaries of most of the invited. 'Snuff said!

About 10:35 a.m., guests important and not so important started to arrive. Standing by the station entrance, I spotted more secretaries than I care to enumerate; most accompanied their executive boss or some flunkie--there were many of these. At one point, I spotted a couple of well bred 10 year olds and their elegant mother; Daddy must have been a VIP. By that time, many ordinary folks were being turned away to accommodate such important personages. Shortly thereafter the speechmaking started, lauding everyone, it seems, from the Transportation Minister to the City Hall cook. If anything, I'm sure that most of the secretaries deserved their invitations, after having typed reports over and over for their bosses, but the tone seemed to preach to the converted for about an hour and 20 speeches. After finishing his, Mayor Klein stepped off the rostrum into a waiting limousine which took him to parts unknown (probably SUNNYSIDE Station, just down the hill), where he boarded the inaugural C-Train, which very shortly thereafter showed up outbound, at the edge of the inbound platform. After a few more instructions to guests on where and how to board, Mayor Klein got the highball. It was then about 11:45 a.m.; I didn't take note. With a loud blast on the horn and clanging of the gong, the Mayor then operated 2077, 2009 and 2073 through the inaugural banner set up across the tracks. After stretching quite a distance, the banner broke to a mighty pop, much to the delight of the guests, by now all standing and applauding, and accompanied by blares from the Dixieland band. After the consist stopped, the most senior guests probably boarded by the left doors of the first car, directly off the speakers' platform (I didn't note), then the rest of the VIPs did the same for all cars off the station platform through the right hand doors. In short order, the inaugural consist departed northbound for UNIVERSITY Station, under the expert guidance of Mayor Klein, who is rumoured to be a closet railfan. Calgary Transit had not wanted any guest to stand. As a precaution, they added a second section, composed of 2034, 2081 and 2033, which departed in the same direction about three minutes later, very lightly loaded. The first consist returned to SAIT Station with Mayor Klein still at the controls about 20 minutes later, closely followed by the second section. The reception followed, with probably a lot of famished guests; it was now 12:30 p.m.

I lingered around for a spell, wanting to capture the full historical impact of what I had just witnessed. About 12:35, feeling hunger pangs of my own, I decided to proceed to 10 St. and its restaurants, down the hill and a short distance from SAIT Station. Rounding 10 St., I happened to look over my shoulder, only to witness a grandiose sight, a three-car train on the street overpass, outbound in full sunlight. To my knowledge, all that had ever travelled there before were single units on test runs. Like all diehard enthusiasts, I quickly forgot the meal, as well as the plus 80 degrees heat, which was now starting to beat on the dark blazer, and journeyed to a spot I have previously mentioned, atop the stepped wall terrace, intending to catch the consist inbound. To my surprise and exceptional delight, a second consist appeared some time later, outbound as well; probably both were intended to pick up guests after the reception. Needless to say, the camera got a workout! Shortly thereafter, with about a five-minute interval between, both trains passed the 10 St. overpass inbound; I froze them in action. One minor disadvantage on the overpass is that catenary posts between outbound and inbound tracks block some otherwise perfect views of inbound trains.

Offsetting this, there are a couple of very positive advantages. First of all, crossing bells are heard as trains leave SUNNYSIDE Station and SAIT Station. This is a blessing, as the camera can be made ready in good time, awaiting arrival of the consist at the pre-selected spot into the composition. Another aspect, previously overlooked, is the fact that, from the park in which we are standing, a photo can be taken from "way up there" above the track for an overall view, or from track level when more of a frontal view is desired. When "up there", several benches can rest weary feet between trains. The site is ideally sheltered by several trees, providing some shade; a good picnic setting. While we're on the subject, I have noticed several rail enthusiasts along the NWLRT route, aiming at the train from locations I had previously described, and also at the VIA washrack by 9 Ave. SW. If these people represented some of you readers, I feel encouraged.

The evening of Sept. 4 (as well as all day of the 5th and 6th) presented options for free rides to the public on the new leg. I would have been remiss not to have been on the first train. A bit of publicity had announced a startup time for the freebee of 6 p.m. at City Hall. To be sure of being on the lead unit of the inaugural train, I boarded southbound along with about 50 people with the same expectation. We reached ANDERSON Station at 5:30, where I expected that the Operator would make a rollsign change to read UNIVERSITY. It didn't happen, and we soon departed northbound, reaching City Hall at almost exactly 6. We were secretly gloating at our good fortune as the LRV reached the next station outbound, now called OLYMPIC PLAZA/PLACE OLYMPIQUE, the new name for 1ST ST SW Station. Westward along the 7 Ave. transit mall, a few more people boarded, with the lead car soon becoming full. The moment of truth arrived at the 7th ST Station, as the doors closed and we collectively proceeded to the 10TH ST terminus, instead of veering north on the new line, as planned. Many were disappointed and elected to walk the couple of blocks back east to 7th St., in order to catch the freebee. I decided to proceed by the curve by 9th St. and 7 Ave. and wait for the inaugural to turn off the mainline there, now being content to snap the units northbound. Calgary Transit seemed to have problems with the run, probably having to reschedule service trains to accommodate the freebee. At any





### What is valid Proof of Payment?



- Monthly Pass
- validated ticket
- C-Train fare receipt
- transfer
- Senior Citizen pass



rate, two three-car consists at a half hour headway became interspersed with revenue ANDERSON and WHITEHORN runs, which ended as usual at the 10 St. terminus. About 6:25 p.m., the first consist appeared around the curve off the mainline, composed of 2046, absolutely full in front, as well as 2076 and 2053, almost empty. The sun was getting low and the weather chillier, as I proceeded to the 7th St. platform, intending to ride the second northbound consist. Not expected at the time, the half hourly wait seemed exceptionally long. Naturally, like a kid, I hugged the front handhold by the Operator's cab when the train finally showed up and I boarded, savouring the opportunity to take in the passing scenery in fading light.

Saturday was spent hiking miles around the Spiral Tunnels, west of Lake Louise; Sunday was mainly devoted to getting over the ordeal. Actually, the muscles weren't too sore. I'll have an article about possible hikes around there, later on.

My first and fairly lasting impression of the new NWLRT Line is the whining sound along the track at speed. It doesn't seem to be present on the south leg, and could be due to more open air running, or perhaps the roadbed. There is a definite change of tone as the train reaches the stepped wall terrace, short of the 10 St. overpass, on the outbound trips. One other thing that I noticed is a fairly severe lurch as the consist either embarks upon or leaves an aerial structure, such as the 10 St. overpass and Bow River bridge; yet the track seems perfectly aligned. One thing which bothers me severely, but shouldn't, are the one-light stops in very short order on 6th, 5th and 4th Avenues during northbound trips. It seems a shame to clear the mainline corridor, then stop again and again. Almost the same is true on the southbound runs where, in addition, trains must await clearance into the 7 Ave. mainline corridor, to be properly interspersed with northeast WHITEHORN runs. On a good day, clearing the area between 7 Ave. and the Bow River bridge takes three minutes; bad days take five or even more, while traffic goes by on 4th, 5th and 6 Ave., while traffic signals change and while, sometimes, trackside signals display the proper colour. Let's write it all off as due to the fact that I am impatient, usually going to or coming from work and want the minimum of hassles when "doing time" on the C-Train. Speaking of hassles, Calgary Transit is presently having a few problems of cars and pedestrians vs. C-Trains; you are invited to read about them in the sidebar article.

Let's turn our gaze to some of the stations on the ANDERSON/UNIVERSITY run for a while and consider a couple of very minute changes which have happened since the line opened. The first of these, in place for quite some time (I didn't note the implementation), was a change of name for the 42nd Ave. station on the south leg. It is now 39th Ave. station, due perhaps to its proximity to the latter street. Also resulting in no physical change, just a new appellation, is an inbound station across from City Hall. The former 1st St. SE station is now named OLYMPIC PLAZA/PLACE OLYMPIQUE Station, for the newly erected complex across the street, where medals presentations will take place every night after events. Each platform of the 7 Ave. mainline corridor, inbound and outbound, also sports new overhead (approximately 1 x 3 ft.) LED signs above eye level inside the canopy (usually two signs). There are basic variations in the programming and I don't want to get technical here. Basically, in the "inert stage", when there will not be any train in the foreseeable future, the sign is divided into two segments, left and right. The left segment reads "CTrain" (using the CT logo), then the right segment lights up to display "GETS YOU AROUND", the word "around" coming on the bottom line of the segment from the right.

In the next phase, when the C-Train is within the block, the sign changes to a steady display of: "NEXT TRAIN" on a top line; a lower one flashing alternately the direction and route, e.g. NORTHEAST/WHITEHORN. As the consist nears the platform, the electronic display comes to a full bloom with 10" letters, to announce the route name. Carrying on with modifications, I noted

NEXT TRAIN-UNIVERSITY

that an extra platform had been built just east of the old one at STAMPEDE Station to receive the hordes of passengers who will be attending the Olympic hockey games at the Saddledome. I suspect that this extra platform will be in sporadic use for rock concerts, Ice Capades and

high capacity events, particularly the Calgary Stampede. I've also noticed that one of the door stanchions on each side of some LRVs has been modified to accept (eventually) a wheelchair, with a restraining belt for the passenger attached to the back of the corresponding seat. The practice is current in Edmonton, with the seatbelt anchored to the floor. Calgary's handicapped people have their own adapted transportation for now but costs are rising steadily, and it's only a matter of time before they ride with the rest, although there is no ramp to get them off the downtown platforms. Everywhere else along the line, elevators and ramps can adequately fill their needs. LRVs equipped for handicapped have the familiar wheelchair symbol by the selected door to enable boarding at the proper spot.

The Northwest leg, a direct extension of the South line, has been a great hit with the general public from the very start, although certain factions wish that the LRT was underground downtown, like Edmonton's. All of the lines are relatively problem free, but one concern is starting to rear its head at ANDERSON Station: customer parking. Again, I invite you to read the sidebar article on the subject. Service along the ANDERSON/UNIVERSITY line is fair to good for the equipment (or lack of it) assigned; CTS has just 83 cars, and probably most of them are in use at peak times. Current headway is 10 minutes at normal times; five minutes at peak periods (roughly 6:30-8:30 a.m. and 3:30-5:30 p.m.). Sunday service is rather sterile, with one-car trains assigned in lieu of the usual three. By Calgary Transit reckoning, a full trip ANDERSON/UNIVERSITY takes 35 minutes; it formerly took 30 minutes to proceed from ANDERSON to the 10 St. terminus. The new leg brings a lot of blessings for some patrons, who can now avoid time wasting bus transfers; then again, for another group, life has now been complicated by a transfer at UNIVERSITY Station, as the express bus line past their door to downtown has been either severely modified or cut out altogether. Many students interviewed on Inauguration Day felt very positive about the new line, due to the fact that they can save an incredible amount of time travelling to SAIT (the Southern Alberta Institute of Technology) and the University of Calgary. Previously, both had to be reached in roundabout ways, especially SAIT. I can truthfully say that when I travel, whether in the 9:30 a.m. block or 3 p.m., going to or from work, the students pack the LRT. To entice more people to take the C-Train, a Canadian Broadcasting Corporation evening news crew decided to add some pizzazz to ridership. A two-man announcer team offered themselves a challenge: one would ride by car down Crowchild Trail and 9th Ave. to City Hall; the other would take the LRT to CITY HALL Station from UNIVERSITY Station, where they were both to start, meeting on the City Hall steps. A camera crew assigned to each reporter followed the progress as they headed downtown to convey their impressions. The car driver revealed that he was able to listen to the radio in total comfort, while the LRT passenger mentioned peace of mind from traffic and the ability to read a newspaper on the train. In the end, the LRT trip took 10 minutes, while the car took 15, due to the necessity of parking the car in a nearby lot. It was all good fun for both announcers and certainly for the evening news audience, providing an example of how the simplest things can spark interest if handled properly.

A Calgary HERALD article recently analyzed the impact of the NWLRT on Hillhurst-Sunnyside, a community across the river where most of the alignment opposition took place. After losing the battle to City Hall, the community leaders now fear that developers will take over by the end of the century and transform their placid area into a maze of apartment buildings, such as happened in the "Beltline" in the downtown centre during the late 1970s. Several by-laws are now on the books to prevent this situation from happening, but governments change and progress marches on. H-S, not unlike the Cabbagetown area that I visited while a Tronna resident (T.O.--Ed.), circa 1977-78, is full of "mom and pop" grocery stores, older single dwellings and others. Lately, due to the "Earth" movement of the Sixties, the Baby Boom and Yuppie movements, several chintzy shops have sprung up in the area, now called "Louise Crossing". Its focus is Kensington Rd. and 10th St. NW, about a block west and south of SUNNYSIDE Station, immediately across the Bow River from downtown's west end. In mid-August, I attended a flea market organized by the H-S Community Association, mainly to purchase "Anti-LRT" souvenirs advertised in their community bulletin. I have to tip my hat to the HSCA, which knows how to do things right--if sometimes forcefully. Many members are Yuppies who have been through the University mill--they are the most dynamic--then there are SAIT students, and pensioners, who have less clout, but sign petitions, etc. In the Community Hall's foyer stood a large unstaffed City of Calgary display extolling the value of the revitalization program now in effect, with promises of landscaping, and evidence on the books, as shown, of the no highrise by-law. For whom the bells tolled, they tolled for me, when I reached the gym a few minutes later, specifically a certain booth, to purchase my "I SURVIVED THE LRT CONSTRUCTION" button and "LRT GOLD SPIKE", the latter being an ordinary 6" railway spike and summarily tagged as the cherished item. During my purchase, the conversation naturally shifted to our mutual feelings on the subject; I found that H-S feelings had mellowed tremendously but the coalition was now annoyed about the loudness of crossing bells. For sure, I suspected that the tape recording played had been made from right underneath. Through their Alderman, a rabid LRT opponent, they petitioned to have at least half of the bells removed, or at least muted. You can probably bet that next, they'll ask for removal of some gate crossing lights, on the grounds that they are too bright and disturb residents' sleep; or perhaps that they don't match the trees...or something. Seriously, though, the Coalition is crusading on a platform of quality of life for its residents, including parks, low noise from C-Trains and other so-called ecological aspects. As voiced during the interview to which I listened, on inauguration morning, on the CBC, the opponent mentioned that, although it hadn't won its point against the alignment, the Coalition was able to get very positive results on landscaping around stations and individual designs with the communities in mind, during and after construction. As a result, three months later, most areas are green again, thanks to hydroseeding (grass, legume and fertilizer). Moving the LRT so close to Hillcrest-Sunnyside has also been a boon for the apartment rental business. One landlord remarked in the Calgary HERALD that, as much as he pointed out the noise inconvenience, lack of parking in the area and many other shortcomings, tenants were making a beeline for his dwellings, mainly due to proximity to the LRT. Other communities, such as Houndsfield Heights/Briar Hill (by LIONS PARK Station) and Capitol Hill/Motel Village (by BANFF TRAIL Station) were silent long before the Coalition sounded its last hurrah. In the case of Motel Village, where no less than three alignments were considered, the owners of all of these establishments got what they wanted: better access directly off Crowchild Trail, and the trains below grade. Now, these individuals

will double, nay triple their rates for the Olympics and boast in their pamphlets how their motels are so accessible to downtown, due to the LRT.

What now? A very, very big question, the aspect of which has changed in a major way since the last NEWSLETTER issue covering the subject. For one thing, the promised extension to Brentwood, just up the line, and others beyond, as well as those at the south end, to Midnapore, no longer look as bright and certain as they did six months ago. Since the initial planning, costs of the next extension, to Brentwood, have soared by \$6.4 million, up from the 1985 figure of \$29 million, to \$35.4 million. Quoting a Calgary HERALD article from which these figures were gleaned, \$2.2 million is to provide an overpass at Charleswood Drive/32nd Ave. and Crowchild Trail, an exceptionally busy intersection through which I pass most days while going to work. Then, there is \$1.5 million for land acquisition and construction of a "Park and Ride" lot at BRENTWOOD Station, and other unspecified costs. In another HERALD article, this one dated Aug. 30, columnist Merv Anderson goes at some length into how the Provincial Government is not doing its share, when it comes to funding urban transit, and how, when the current agreement expires next year, most cities operating transit systems (Edmonton, Calgary, Lethbridge, Red Deer, Medicine Hat, Fort MacMurray and others) will be left with virtually dry coffers, preventing expansion, with Calgary's Mayor Ralph Klein having to go hat in hand to beg for funding. The article states that Calgary spends a quarter of a BILLION dollars annually to maintain roads and operate transit. Provincial operating grants amount to 14 MILLION dollars or a measly 6%, whereas funding formulas in Ontario and B.C. cover 50% of deficits. The column goes on as to how Calgary faces a continuing increase in operating costs while capital spending has dropped dramatically from the boom years (late 1970s/early 1980s).

Simply put, the Alberta Government claims that it is broke, following the downturn in the economy after the oil collapse of the early eighties. Now trying to recover, the Province is cutting grants right and left, from daycare to transportation, with a broadaxe. Calgary was more or less left alone in view of the Olympics and publicity hereto to be derived. For 1988, the operative word among the Alberta Legislature is "cut"; there is even talk of increasing medicare fees to fatten the Provincial wallet, but no talk about cutting the salaries of elected representatives and their staff, heaven forbid! City officials, especially those who run transportation departments, will have to scrounge funds here and there to keep their mass transit operational. Almost certainly, services will be cut; with almost no additional money available, the proposed LRT extensions north to 53rd St. and south to Midnapore, so carefully planned by the City of Calgary just a few short months ago will vaporize into so much smoke. We must end on a sad note--the outlook is bleak for any additional trackwork at present; even the next proposed extension is in limbo. Only time--and perhaps a Provincial election--will reverse the course of events.

## Notes from Ottawa

by J.M. Harry Dodsworth

--LRCs have continued to be unreliable, so F40s and conventionally powered trains have been common. Train 36 on Sept. 29 had an A-B pair (6767 and 6861) and five coaches with no club car. On Oct. 8 it had 6553 and 6782, elephant style. Train 1 is usually an FP9 turn; sleeper ELMIRA replaced a Chateau car on Sept. 29 and Oct. 8.

--The troubles of Train 45 on Oct. 9 made the CBC and the GLOBE & MAIL. Train 35 (LRC 6923) was delayed with problems shortly after leaving Montreal. It left Ottawa 40 minutes late as Train 45. The power unit shut down on the main line east of Kingston with a low cooling water condition, leaving the passengers without heat or light. The train was finally pushed into Kingston by conventional Train 169 (Montreal-Toronto). This took about 50 passengers but the remainder were left in Kingston. As no buses were available, VIA turned Train 652 (due Kingston 2339) back to Toronto, where arrival was about 5½ hours late. The train had only four cars although it was Thanksgiving Friday, and some passengers lacking reservations were left in Ottawa; with hindsight, they were the lucky ones. A VIA spokesman said that about 80% of Toronto-Ottawa trains were on time, blaming the bridge work at Smiths Falls for much delay.

On Oct. 13, I saw Train 651 (Kingston-Toronto) at Whitby (F40 6415, steam generator and three cars). The same night, 6415 reached Ottawa on Train 48 with sleeper NAISCOOT RIVER.

--Oct. 4 was a fine Fall Sunday, and the Bytown Railway Society ran a very successful excursion from Ottawa to Pembroke and back by way of the CPR Beachburg Sub. Preserved CPR Pacific 1201 pulled eight cars (four museum, four from VIA) and almost 600 passengers. Two runpasts were held. (Earl Roberts)

--The former CNR Station at Kinmount, Ont. (on the abandoned Haliburton line, is in good condition, and is being used as a Senior Citizens Centre.

--On Oct. 20 Train 651 (Kingston-Toronto) was a two car Railiner. This train is usually operated with conventional equipment, although scheduled for the Budd cars.

--A committee has been formed to investigate the possibility of running tourist trains from Ottawa to Wakefield, Quebec.

--A postcard of Buffalo LRV 120 is available in a series of Buffalo scenes.

--On Oct. 21 Train 1 arrived in Ottawa with engines 6761 and 6782 on a four car consist. The 6782 was taken off but when the train was ready to leave, 6761 had generator problems and 6782 had to be added back. The train left an hour late. On Oct. 28 No. 1 arrived an hour late, also, holding up No. 33; an ontime arrival wouldn't have made much difference, as CP had a problem at Almonte where a woman driver had struck a freight. On Oct. 29 No. 1 was down to a three car consist (combine 9302, buffet car 764, and CHATEAU LEVIS).

--The new TTC bus station at York Mills is very inconvenient for passengers transferring from the Yonge Subway to the Airport Express Bus Service (Editor's note: this is a temporary facility while the subway station is rebuilt).

--The CPR Havelock (Ont.) yard extension, reported earlier in the NEWSLETTER, has proved to be for car storage purposes only. Equipment seen here recently has consisted mostly of cylindrical hoppers, freshly painted (new or reconditioned?) and lettered INDUSTMIN.

--Denis Taylor

# MOTIVE POWER AND OPERATIONS

Conducted by Pat Scrimgeour

## Contributors this month

Dave Bower	Doug Page
Art Clowes	Gordon Shaw
Tony DeSantis	Dave Scott
Mike Lindsay	Pat Scrimgeour
Chris Martin	Gord Webster

## Canadian Pacific

### Toronto, Hamilton and Buffalo news (Tony DeSantis)

TH&B GP9 403 departed Hamilton for Angus via the CP Starlite on Wednesday, October 14th. This is the first active TH&B unit to be removed from service for rebuilding. The unit will be assigned to pulldown service at Cote St-Luc.

TH&B SW9 55 is stored serviceable at Aberdeen Car Shop following a main bearing failure. The unit will evidently be repaired when parts are available from a CP Rail unit.

As each day passes, more and more of the TH&B passes into oblivion. Three former TH&B units have returned as rebuilds and now prowling the yards: 1682 (nee 72), 1684 (74), and 1686 (76). Also, CP has assigned SW9 6713 to Hamilton and it is frequently seen on the Belt line. It's interesting to note that the 1686 may have been the first CP Rail unit to sport the new sans-multimark scheme.

A CP Rail work train has diligently been rebuilding the former New York Central Fort Erie branch, from Brookfield to Fort Erie. Over 8000 ties have been replaced. CP is pushing to upgrade the line to 55 mph as fast as possible, which seems to give credibility to rumours of major traffic increases via the "Buffalo Gateway". NYC installed continuous welded rail on the line in the 60's.

An official report indicates that all locomotive storage and light repair work now handled at Chatham Street roundhouse will be moved to the Aberdeen Car Shops. The roundhouse will be used for Maintenance of Way equipment repairs, in lieu of the previously proposed facility at Milton. CP Rail has used the Chatham Street roundhouse for MOW maintenance since the late seventies, and Hamilton is the home base for CP Rail's Rail Changeout Unit.

A couple of high ranking municipal officials have told the writer that GO Transit will definitely GO TH&B. This might explain why Hunter Street Station was recently given a \$150 000 facelift. Just when the proposed service would begin remains unknown.

A comment: Railfans visiting the Hamilton area should be advised to avoid ALL TH&B property at all costs. A new "police officer" (not good enough to be a real cop) assigned here last spring does not think highly of railfans and has issued numerous \$54.00 tickets (and almost gave one to an employee!). The said officer has a penchant for hiding in bushes and grabbing the unsuspecting railfans who have long been accustomed to the old TH&B friendly atmosphere. It's interesting how one can devote such time and effort to grabbing harmless railfans while illegal aliens sneak

across the CP international bridge into the U.S.A. This new approach does nothing to enhance CP Rail's corporate image and as a result one really misses the TH&B. (Tony DeSantis)

## Motive Power News

There must be more to the removal of the multimark from the CP Rail paint scheme than just economics. None of the divisions of Canadian Pacific seem to be using the multimark at all. Newly repainted CP trucks are still painted blue, but labelled "Canadian Pacific Express and Trucking". Delivery vans of Express Airborne, a division of CP Express, have had the square side of the multimark actually peeled off, leaving only a triangle pointing left. CP Hotels are now known as Canadian Pacific Hotels. And, of course, the airplanes were sold to PWA and are being repainted as Canadian (yes, they actually spell it that way sometimes). Some engines without multimark: 1515, 1518, 1537, 1684, 1686, 5513, 5599, 5601, 5610, 5653, 8162. (Pat Scrimgeour, FCRS "Tempo Jr.", Gord Webster)

Soo Line GP38-2 4444 has been labelled "CP Rail" in black, behind the large word "Soo." The engine has been seconded to the Association of American Railroads test centre at Pueblo, Colorado on behalf of both Soo and CP. So, this doesn't mean that Soo engines are now being painted for the parent, CP. Some have suggested that the multimark might now start showing up on Soo engines. (PS, Railfan & Railroad) The westbound Soo train (501/503) was seen at Leaside on November 1st with Soo 6602 and ex-Milwaukee 6312. (PS)

Rumours of new leases by CP this fall have been as follows: three BCR SDs, nine ex-Milwaukee SDL39s, and eight ex-WP GP40s from the Chicago, Missouri and Western. The rumour of the SDL39s, which had been on the Dakota, Minnesota and Eastern, was then confirmed as fact, and the engines were to be used on branch lines. On their way to Toronto, they were inspected by CP in Chicago before being put on train 500/502 in the first week of October. CP rejected the engines. Instead, seven of the CM&W engines have been leased. One (3025) is in the new maroon CM&W paint scheme, and the rest are still in the Western Pacific colours, with the identification painted out. Two of the CM&W engines were seen in Toronto on October 28th. The newly-leased QNS&L engines have arrived on CP, via Montréal, including some not on the list to be leased. SD40 203 (which was on the list) was at Toronto yard on October 28th. (FCRS "Tempo Jr.", Chris Martin, Gord Webster, PS)

Residents near the Québec Street engine facility in London are complaining about the noise from diesel locomotives idling overnight. The "infernal machines" sit "huffing, puffing, and spewing nauseating diesel smoke." One resident says he has tried for two years to find out from CP Rail and Environment Canada why the engines need to run all night, and has now asked the city to help. (London Free Press)

## Rolling stock

The following vans (with dates built) are stored

at Toronto yard, and will be moved to Selkirk, Manitoba for scrap:

436985 (7-48)	437076 (8-43)	437204 (9-47)
436991 (7-41)	437148 (6-45)	437235 (6-41)
437016 (6-42)	437151 (6-45)	437256 (7-48)
437055 (9-43)	437202 (5-47)	438501 (6-49)
437073 (6-43)		(Gord Webster)

The Loram rail grinder is working throughout southern Ontario until early December, grinding crossovers and turnouts. ■ A boxcar from the Don Mills derailment, with one of its trucks, is being stored on a flatcar at Toronto yard. (Gord Webster) ■ The 17 hopper cars that were washed into the Saint John River when the Perth-Andover bridge on the Shogomoc sub. washed away in April are being salvaged by divers and a barge-mounted crane. (Moncton Telegraph-Journal) ■ The new CP Rail coal car repair shop in Golden was opened on October 8th. The site has 16 yard tracks, to hold nine 111-car trains. (CP Rail press release)

#### Stations and tracks

(Gord Webster)

**East:** CP is pulling out of Lindsay, and all service will be provided by CN. ■ The diamond crossing of the CN and CP at Peterborough is being removed, with service to be provided to present CN customers by a spur off the CP Havelock subdivision. ■ The station in Peterborough has been sold to the City for one dollar, and will be turned away from the tracks to face the street. ■ A bridge at Cavan, on the Havelock sub., was replaced on October 28th. A large crane was moved to Toronto earlier in October, and taken east on the 26th on the Peterborough turn, for work to commence on the next morning: But the crew left the engines from the train blocking the crane, and the next crew was not due to report until the 28th. So, the B&B gang had an unscheduled day off.

**North:** The Alliston station is to be sold. One possible buyer is Jim Brown. ■ CP has declared the Oshawa station as surplus to its operations. ■ The vacant station grounds at Tottenham are for sale. The town may buy the land. ■ The air-powered turntable at MacTier has been removed, along with one stall of the roundhouse, four tracks of the yard, and the oil tank. A new wye is being built. When the tank was removed, the workers were assured that it was empty, but found it to contain thousands of gallons of oil. Hmmm... what would a welding torch have done?

**Toronto:** The last customer on the upper level tracks west of downtown, Schenker of Canada, on Wellington Street, is moving this month to a new location on Cherry Street. This will likely mean the removal of the tracks, and the grade crossing at Spadina Avenue and Front Street. Also, the last customer on the original Ontario and Québec main track to the old Union Station, Mill Paper Ltd., has closed. ■ How many concrete ties does CP have on the Toronto division? Only 40, all in Toronto yard: 33 after the scales on the hump, four further down, and three on the McCowan overpass. Apparently, sulphuric acid released from slag ballast after a rainfall would corrode concrete or metal ties. ■ Half of the tracks in John Street yard are now being removed. While the yard was empty for a while, some maintenance-of-way boarding cars are now being stored there. The rest of the tracks should be removed next year.

**West:** The St. Marys subdivision between Zorra and

Ingersoll North, part of the old St. Marys and Western Ontario, was removed in August and September. (FCRS "Tempo Jr.")

#### Operation

The divisions in CP Rail East are being consolidated into four, or possibly even three, regions. Locally, the London, Toronto, and Smiths Falls divisions would become the new southern region. It is undecided whether the Atlantic lines will be kept separate from the Québec operations. One factor here is CP's long term plan to divest itself of all lines east of Montréal.

The proposal for rush-hour commuter trains between Port Coquitlam and Vancouver has been revived. CP Rail quoted a price of \$30-million in 1982 for capital works on the line. Bill Lewarne, the mayor of Burnaby, would prefer a new waterfront road. (Vancouver Province, Vancouver Sun)

John Meade, a CP Rail employee from Revelstoke, has formed a company to take over the Boundary subdivision between Midway and Westley, B.C. His plan is to operate the 154-kilometre line with 20 employees. "Lumber traffic is very good. CP Rail has two trains a week running out of Grand Forks and there is so much lumber they are leaving loads behind. ... If everything falls into place, the short line could become an international carrier, acquiring a Burlington Northern line between Grand Forks and Kettle Falls, Washington. We think that we could increase traffic 45 percent with only five extra employees if we get the BN line." (Vancouver Province)

CP has begun a programme to "assist in the creation of self-sustaining regional railroads which it is hoped will help CP Rail to rationalise its system while at the same time setting up a network of feeders to the core railway. ... At CP Rail we've come to the conclusion that we could happily part with more than half of our track and still do more than 95 percent of the transportation job we're doing today." (J.J.C. Coté, Executive Director, Properties for CP Rail, quoted in CP Rail News Summary)

A speech by W.D. McEwen of CP Rail at Saint John Port Days included complimentary remarks about Saint John and its international links, and also a description of the new Act. Has the sales pitch to spin off the original "short line" begun?

Don Bower, manager of public affairs for the Pacific region, said the land grants given to the CPR do not oblige CP to provide railway services. "There's no link, because these original land grants were construction incentives." (Nelson Daily News)

#### *Canadian National*

The CN station at Dundas is being dismantled through the end of October and the early part of November. The boards will be stored temporarily in the town works yard, and the station will be re-assembled on land owned by the Royal Botanical Gardens on York Road at the Dundas subdivision. VIA has indicated that it may use the station at its new location, possibly as a more regular stop than at the present location, because of its improved accessibility from Hamilton. "At Dundas Station", by the well known transportation poet



Rod Semple. brought the station to international attention in the 1970s. (Burlington Spectator, Mike Lindsay)

Planned rebuilding of GP9s as yard switchers:

Parents:	New#	Old#	Slugs:	New#	Old#
	7237	4256		238	4578
	7238	4280		239	4587
	7239	4296		240	4364*
	7240	4254		241	4505

\*4364 was originally 4101. (BRS "Branchline")

The Cargill grain elevator at Paynes Mills, on the Chatham subdivision, will be shipping 30-car unit trains next year, after CN has extended the existing tracks and added more. (Chris Martin: "Hi, Mum.")

Speaking at the official opening of the Maritimes Intermodal Terminal in Moncton (which has actually been operating since 1984), CN president Ron Lawless outlined the present plans for the CNR: "The total concept includes a mainline rail network linking a few, very well equipped, multi-functional terminals in hub cities. Traffic will be fed through the terminals from motor carriers fanning out to serve surrounding regions, and from dedicated intermodal trains that will move shipments swiftly and reliably along main traffic corridors between the hubs." (Moncton Times-Transcript)

Notes... CN may close its yard in Cochrane in the very near future. (Cochrane Northland Post, via BRS "Branchline") ■ CN Rail has threatened to abandon mainline service east of Montréal if a higher limit on tractor-trailers of 65 tonnes is allowed across the country. (Vancouver Province) ■ CN is now using Honda four-wheeled all-terrain vehicles to inspect cars at MacMillan yard. (CN "Keeping Track") ■ CN has called for tenders for part of the construction of the south service track and the CIP siding at the new GO Appleby station in Burlington. (The Globe and Mail)

Trivia... The license on the radio transmitter in the station at Glencoe shows authorisation to receive and transmit on frequencies of 160.935, 161.415, 160.785, and 160.665 MHz, with an effective radiated power of 144.5 watts. The transmitter, call signal CHB 740, is located at 42° 44' 52" N, 81° 42' 36" W, and the licence was signed by Flora Macdonald. (PS)

## VIA Rail Canada

Bytown Railway Society "Branchline" gives the numbers of the VIA FPA4s sold to the Napa Valley Railway as 6760, 6775, 6787, and 6790.

New F40PH-2s 6426 to 6429 were delivered by General Motors on September 30th at 16:00, and sent light as an extra move to TMC that afternoon. ■ Newly-acquired SW1000s 201 and 203, painted similarly to the F40s, passed east through London on CN train 392, October 6th, and continued beyond Toronto to Montréal.

LRC club cars 3453 and 3469 have been labelled with a VIA-1 emblem at one end, in line with the windows. (FCRS "Tempo Jr.", PS)

VIA has begun a new two-year study of the proposed high-speed line from Toronto to Québec. A 1984 study showed that an electric train modelled on the French TGV would cover operating costs and pay back the \$2.1-billion capital costs.

The new president of VIA, Denis de Belleval, wants the study revived and updated; VIA will look at the possibility of private financing. A more specific study will examine the Montréal-Québec section. VIA needs to make a decision on whether to pay for repairs to the washed-out bridge on the CP north shore line, or to permanently divert all traffic to the south shore CN line.

The plans for the high-speed line were prominent in the news in 1984. To recap, trains between Toronto and Montréal will travel via Ottawa. The running time will be about two and a half hours to Ottawa, and another hour to Montréal. The route has not been defined absolutely, but may follow this general route: The CN Kingston subdivision to Shannonville, east of Belleville, then the CP Belleville sub. to Smiths Falls, then the CN Smiths Falls sub. to Ottawa, and through Ottawa on the present route. East of Ottawa, VIA has this year purchased the former M&O subdivision from CP, as far east as Rigaud. From there, the line could follow the route of the STCUM trains on the M&O sub., or cross over the Ottawa River to Mirabel, then south to Montréal through the Mount-Royal tunnel. From Montréal to Québec, the CP north shore line has been slated for upgrading since at least 1975, but this may change with the washout. As in France, the shared lines would be gradually replaced by dedicated passenger-only tracks allowing higher speeds. VIA, in addition to the purchase of the M&O sub., has protected land at a point in Ottawa where a 70 mph slow curve would be removed, and was prepared last year to buy the Smiths Falls subdivision from CN. VIA is apparently not interested in the Smiths Falls sub. west of Smiths Falls. (Montréal Gazette, Pat Scrimgeour)

Next summer, from June 5th to October 9th, VIA will run a special train once a week from Vancouver to Banff and Jasper. The train will leave Vancouver on Sunday mornings, stop overnight in Kamloops, and leave in two sections for Banff and Jasper, to pass through the mountains in the daytime. The return trips leave Jasper and Banff on Thursday mornings, are combined at Kamloops, and leave there the next morning. The "Canadian" and the "Super Continental" pass through the Rockies in daylight, but the rest of B.C. during the night.

Fares are \$275 one-way, or \$495 return, including the hotel in Kamloops. A complete "majestic circle tour" to both Banff and Jasper, will cost \$859, including all hotel accommodation, the train fare, and the connecting bus on the Icefields Parkway. The fares are set to make a profit for VIA. Regular VIA one-way fares are \$60 from Vancouver to Jasper, and \$65 to Banff.

The operation is a scaled-down version of the Vancouver-Calgary-Edmonton-Vancouver luxury excursions planned for the summer of 1986, of which only one was operated. VIA expects to carry between 17 000 and 25 000 passengers next summer, and hopes to expand the service in 1989. If the venture is successful, more trips per week and a longer operating season are possible. As well, the operation could be tied in with the 6060 trips from Vancouver to Jasper that have been proposed for 1989.

The train will use 52-seat "daynighter" (5700-series) cars as coaches. (VIA will presumably realise that the daynighters rebuilt from sleepers with wide spacing between the

windows would not be the best for a scenic ride.) (Mike Lindsay, Pat Scrimgeour, The Globe and Mail, Montréal Gazette)

Performance on the Toronto-Ottawa route was poor through the month of October. Some observations: On October 3rd, train 41 arrived in Toronto 2 hours late; and on October 4th, 46 arrived in Ottawa late. On October 9th, train 43 left Ottawa 30 minutes late, and arrived in Toronto over two hours late. (Passengers missing connections for the west were sent by taxi to Stratford and St. Marys. In case you were wondering, the cab fare to Stratford is a flat rate of \$150.) (Pat Scrimgeour, Dave Scott, The Globe and Mail)

The railbus experiments by Transport Canada in northern Manitoba have come to an end. The first vehicle, built from a highway coach, developed cracked wheels and was taken out of service. The second car tried was a BREL DMU. Its engine was not powerful enough, but before another engine could be tried, the model was discontinued entirely. Transport Canada is now searching for another vehicle to test. The first railbus is being used as a tourist information booth in Thompson. (The Globe and Mail, BRS "Branchline")

VIA fares will increase by an average of four percent on December 1st. Fares will not be increased on the eastern transcontinental trains, nor on VIA-1 first class service in the corridor. (Hamilton Spectator)

#### Blue Jays-Tigers baseball trains

87-09-25	Extra, Windsor to Toronto: 6511-5C
87-09-25	#70 FP9-FP9-10C (usually 4-5C LRC)
87-09-25	#81 217-6 Amfleet-3 Tempo-6403 bkws
87-09-25	#84 6788-6867-10C
87-09-25	#71 6502-6783
87-09-25	#72 6789-6410-15C (usually LRC)
87-09-25	#88 6403-271-10 Amfleet-3 Tempo
87-10-02	#72 6410-Steam generator-10C
87-10-04	#73 6427-6653-13C
87-10-07	#73 6507-6536-10C

(FCRS "Tempo Jr.")

VIA sleeper "Nashwaak River", at Ville St-Pierre in June, was painted in a two-tone blue scheme: above the yellow stripes, the paint was a lighter colour. Was this an experimental scheme, or just a partial repainting of the car, with the rest faded? (From a photo by Alan Gryfe)

To save money, the Ottawa Rough Riders travelled by train to Toronto on October 15th, for a game the next day against the Argos. The team travelled by bus to Belleville, and transferred to a reserved car on train 63 for Toronto. VIA suggested that the Riders consider taking the train, for a saving of \$5000 compared to the usual airplane costs. The Riders were not expected to travel by train to their last road game of the season, in Regina. (The Globe and Mail)

During the railway strike, Amtrak service to Montréal was maintained using chartered buses from Central Station to connect with the "Adirondack" at Rouses Point, New York. Amtrak ran the "Adirondack" with an F40 at each end to avoid turning the train at Rouses Point. (BRS "Branchline")

### *GO Transit*

Progress continues on the new GO line from Pickering to Whitby. The south track is almost completely in and ballasted, and work has begun on the crossovers. Three CP gondolas have made it as far as Whitby, whether by train or crane. (Dave Bower)

The Region of Niagara has asked to be included in the ongoing study of GO expansion to Hamilton. MTC has indicated that some type of integration would be considered. (The Globe and Mail)

GO has released plans for an expansion to full hourly service on the Stouffville line by the year 2001. The work would cost \$24.1-million in today's dollars, and would attract up to 5000 daily commuters. The present single train carries 350 people a day. (The Globe and Mail)

# ADVENTURES OF THE RUSTY RAILFANS: NO.3

The Rusty Railfans picked an unusually cold Saturday, October 3 to head into the hinterland north of Toronto, to search out some rail interest. They drove directly to Barrie and the CN (VIA) station, where they found and photographed CN Geep rebuild 4102 and caboose standing close behind. The unit was not working and there was no sign of a crew around. The weed grown yard contained only a few freight cars, and the main line track looked only slightly better. Someone should erect an historical plaque to commemorate the last time that ballast was laid on the line. This is a main line to Western Canada? CN's current attitude towards things makes it look more like a ripe case for early abandonment. (Contrary to rumours that you may have heard, the Rusty Railfans do not want this to happen).

Those familiar with the territory will know that the line describes a long curve in passing around the west end of Kempenfeldt Bay, the westerly arm of Lake Simcoe. (Even the station structure is curved to fit the line.) As far as one of the Railfans was concerned, the second rate appearance of the rail plant here was topped off by the observation that the main line track, over the road crossing just north of the station, has somehow been permitted to get out of alignment in respect of the continuous radius of the long curve. This Railfan always thought that a cardinal rule of railway right-of-way engineering was that track alignment, both horizontal and vertical, is not to be deflected or otherwise affected by any highway grade crossing.

Braving the biting wind off the bay, which was carrying minute ice pellets (a nearby sign revealed that the temperature was 34 degrees Fahrenheit), the party hiked up the road a short distance to see CNR Ten Wheeler 1531 (old 1322), which stands within a fenced enclosure, facing north, between the track and the road. The condition of the locomotive, externally, appears quite good. Before leaving town, while one of the party sat warming himself in the car, the other two decided in a moment of weakness to sneak over to the Gray Coach Lines terminal. They arrived during a period when the local Barrie Transit buses, their routes converging at the terminal, were present, interchanging passengers. A small system, but it seems fit to number its buses (GM's from the '70's and 40-foot Orions of '80's vintage) in five digits. (Sorry, but nothing was moving on the Newmarket Sub. and this provided at least a little action).

The RR's then left town and proceeded to Alliston and the CP Mactier Sub. The condition of the right-of-way, with its slag ballast, was considerably better than what CN had presented at Barrie. But, after all, this is CP's one thin line between Southern Ontario and the West. Alliston station, however, is suitably decrepit with only its north end in use, apparently as a maintenance of way office. The north side only of the station (which faces a residential street) has received a relatively recent coat of paint. The nearby street is in two sections, broken by the CP line, but there is a pedestrian underpass joining them. Again, nothing was seen moving on the line (the Rusty Railfans do not carry scanners, as they do not need them in their main field of pursuit).

After lunch, the Railfans drove south past the new Honda plant to the hamlet of Thompsonville and a grade crossing with the now abandoned but intact CN Alliston Spur (the southernmost portion of the branch which left the Georgetown-Allandale line at Allimil and proceeded north-westerly to Collingwood, via Creemore. The line was abandoned and removed north of Alliston some 30 years ago. The car was parked and the Railfans became hikers, following the track north-westerly towards Alliston. The line is virtually level with the terrain, little grading having been necessary in this area to permit construction. The next grade crossing to the west has been asphalted over; then comes a signal which formerly governed the level crossing with the CP Mactier Sub., and finally the crossing itself.

Evidence here suggested that the crossing diamond had only recently been removed and through rails laid on the Mactier. The diamond itself has been deposited in the south-westerly quadrant of the crossing, with other special track parts having been piled in the north-easterly quadrant. For some reason, crushed rock ballast appeared to have been placed along the CN track for a distance on each side of the crossing (outside the rails only), and at the crossing location the white material becomes intermingled with CP's gray slag ballast. The most curious feature of all consisted of two wires joining the rails of the truncated CN line, passing underneath the CP rails, apparently to maintain a track circuit for reasons that the Rusty Railfans could not divine. As they surveyed and photographed the unusual scene, questions crossed their minds: 1. Who owns the diamond? 2. If heavy equipment was present to lift it out, why was it not carried away at that time? 3. Why was ballast laid on the CN line, only in the crossing vicinity? 4. Above all, why maintain a track circuit on an obviously non-operational line, without any electrical highway grade crossing protection apparent? if any readers can suggest answers to these, the NEWSLETTER would be grateful.

Also noticed, just to the north, was the long curve of the recently constructed spur track off the CP line to the Honda plant. Something old, something new, something abandoned. The Rusty Railfans then hiked back to the car and decided to return to Alliston to check out the end of the Alliston Spur. They found that retention of the spur, following earlier (1955) abandonment north of Alliston, had apparently been for the purposes of serving a feed mill and two lumber yards--all still operational, but left by CN to the truckers. The track disappears under mud on the driveway of the more northerly of the lumber yards, and the precise location of the end of the rails cannot be ascertained. Proceeding beyond some lumber piles, one can stand adjacent to a high bank beside the Boyne River and see a few remnants of piles from the former railway bridge.

The party next went southerly to Beeton, where another hike was taken along a section of the once double track line north out of town (extending almost two miles to Allimil Jct.). Evidence of the second track remains at a bridge on the north side of town (over Beeton Creek), although it is difficult to detect elsewhere. The track south from Beeton to Tottenham, some five miles, has been acquired by the Ontario Rail Association; north of Beeton to Allandale (Barrie) some 25 miles, it is still CNR-owned although rarely if ever used.

Then followed the short drive further south to Tottenham and milk shakes at a Dairy Queen. Beside the latter stands former London and Port Stanley Ry. caboose Cl, having recently been placed there on a short section of track. The item was evidently obtained from Ontario Rail. The sides of the caboose appear to have had the tuscan red paint burned off at some stage, as no markings of any kind were apparent; the number was still visible on the ends. Close inspection revealed that considerable restoration work is urgently required to secure the caboose from further deterioration. The Railfans then went through town to stop in at the ORA collection. It is essentially lined up on two tracks, near the former station site; one track is the former Georgetown-Allandale main track, and the other a siding on its east side. The ex-CP diesel hydraulic 22 is stationed separately, south of the road crossing. The blustery weather of the morning had given way to somewhat calmer conditions, with the sun peeking in and out and making for good photographic opportunities for at least some of the equipment. No ORA personnel seemed to be around.

The RR's made their last stop of the day at the CP Bolton station, another structure which has seen better days and which will probably be demolished in the not too distant future. After leaving the station, the party saw a northbound freight at a crossing south of town, containing two freshly orange painted non-multimarked CP gondola cars.

Finally, after dinner at Yorkdale Plaza, the Railfans repaired to the recreation room in which one of their number has part of his unbelievable rail and marine book collection (unbelievably large, that is, not a collection of unbelievable books). Following a session of browsing through a tiny fraction of that collection, the Railfans proceeded home to a night of happy dreams reliving the happy day just concluded.



# UCRS and other events and activities

by Ed Campbell

One of the most successful UCRS meetings in recent memory consisted of Members' Slide Night at the Toronto UCRS Oct. 16 gathering. Some outstanding slide sequences were presented, topped off by Art Clowes' views of the doubleheaded restored PRR E8 trips from Buffalo to Corning, N.Y. and return on Oct. 10 and 11. At one photo location (looked innocent enough in the slide) Art slipped and suffered a broken leg, but soldiered on for the balance of the day before seeking hospital treatment, and then, less than one week later, turned up in his cast to make a major contribution to the UCRS meeting. As they say in the sports world, a really gritty performance. The format of the October meeting was one that bears repeating many times in the future, although let's hope that broken legs are not a part of future versions.

N.B. See note below of Special UCRS "Open Meeting".

The move of the Society "Store" has now been completed. The new location is the Earls Court Legion Hall at 6A Greenlaw Ave. This street is a short distance east of Lansdowne Ave., running south from St. Clair Ave. West. Some old NEWSLETTER issues and calendars are being discarded. By attending at the store, you may be able to pick up some that you would like (free), but you must go there and make your selection; no orders will be taken. Contact George Meek at 532-5617 to find out when the store will be open. Act quickly!

--You are reminded again of the UCRS Annual Banquet, to be held on Saturday, Nov. 21 at the Chelsea Inn Hotel, located on Gerrard St. West between Bay and Yonge Sts. Social hours is at 6 p.m., dinner at 7. The speaker is Mr. Bill Draper, retired Assistant Chief of Motive Power, CNR, and he will present an illustrated address on Russian railways. The price is \$23.75. Send ticket orders to UCRS, Box 122, Station A, Toronto, Ont. M5W 1A2; cheques are preferred; ticket pickup at the door; no cancellations after Nov. 17.

Friday, Nov. 20--Regular Toronto UCRS meeting in the 6th floor auditorium of the Education Centre at College and McCaul Sts., 7:30 p.m. sharp. Pete Jobe will present an illustrated program on "Fallen Flags", depicting vanished diesels and paint schemes. Guests always welcome; don't forget your newscast slides.

Saturday, Nov. 21--UCRS Banquet (see above).

Sunday, Nov. 22--Scarborough Model Railroaders 25th Anniversary open house, 17 Jeavons Ave., Scarborough, Ont. (east off Birchmount Rd., south of Danforth Rd.), 11 a.m. to 5 p.m. Admission \$3, family rate \$10.

Wednesday, Nov. 25--Special open meeting of the UCRS at 7:30 p.m. in the Earls Court Legion Hall at 6A Greenlaw Ave. (see above for location). All members and friends should attend.

Friday, Nov. 27--Regular UCRS Hamilton Chapter meeting in the auditorium of the Hamilton SPECTATOR Building at 44 Frid St., Hamilton. Bring your newscast slides to supplement the Hamilton members' slides which will be presented. Consult GO train and bus schedules for times coming and going, and note specific instructions in October NEWSLETTER for motorists due to bridge reconstruction.

Sunday, Nov. 29--Repeat of Scarborough Model Railroaders open house (see Nov. 22 entry).

Sunday, Dec. 6--Christmas Trainorama at Ourland Community Centre, 18 Ourland Ave., Etobicoke (east of Islington Ave., south of Evans Ave.) Flea market, videos, operating layouts, railroadiana, snack bar. Adults \$2, children 16 and under free (adult accompanied).

Friday, Dec. 11--Regular OSHOME meeting, Rosedale Presbyterian Church, Mt. Pleasant Rd. and South Dr., 8 p.m., free.

Friday, Dec. 18--Regular Toronto UCRS meeting at the 6th floor auditorium of the Education Centre, College and McCaul Sts., 7:30 p.m. sharp. The entertainment will be provided by John Mills, consisting of slides of Canadian, American and European railway and transit operations during the last 35 years. As usual, do not forget your newscast slides. Admission free; bring a friend.

Friday, Dec. 18--The regular UCRS Hamilton Chapter meeting will be held on the same date as the Toronto meeting due to the Christmas period. The location will as usual be the auditorium of the Hamilton SPECTATOR Building at 44 Frid St., Hamilton. See note in the Oct. NEWSLETTER for full directions due to bridge reconstruction, and consult your GO Transit timetable. Bring your newscast slides. All members and their friends are always welcome at Hamilton.

--On the subject of locomotive sightings, it was reported in the right column at the top of page 13 of the October NEWSLETTER that VIA was expecting the arrival of units 6426-6429. Last Saturday, Oct. 24, I observed 6426 northbound through Holland Landing on VIA Train 9.

--On page 10 of the same issue, under Canadian National stored power, there appears unit 9165. This listing is undated so I cannot tell as of what date specifically this unit was reported as being stored. However, on the weekend of Sept. 26-27, 9165 made two trips to Uthoff on the unit stone train, trailing northbound and leading southbound. The locomotive consist both days was 9165-4012-4020-3523.

--Advertising for the new Davis Tannery Shopping Mall in Newmarket indicated that the new VIA/



GO station, built into one end of the mall, would open on the afternoon of Nov. 2. This was, however, denied in a later press report in which GO Transit's Tom Henry said that no date has yet been set. When the move does occur, it will consist of simply crossing the street (Davis Drive). However, the move hinges on agreements which must be signed between CN Rail and the mall's owner, Mater's Management Ltd. Henry said that he has not heard from CN and is awaiting confirmation of those agreements before setting a date to move the station. He added that GO riders will be given at least one week's notice before the move, although the transition isn't expected to create any problems since the two locations are so close. The delay in GO's move to the Tannery will also postpone the new new transfer point for Newmarket's bus system, which is expected to move into the tannery at the same time GO does.

--Above three items from  
Dave Stalford

#### MORE CALGARY TRANSIT OBSERVATIONS by M.F. Jones

The accident rate along Calgary's 7th Ave. transit corridor is such that City and Transit officials are soon to appoint a task force to find effective ways for dealing with the problem, without restricting access or encroaching personal freedom for pedestrians and cars. By law, only transit and emergency vehicles are allowed into the corridor, but the odd car has been known to turn into it and smack a train. During September and early October, at least two cars were demolished and their occupants killed in battles with the LRT at intersections, trying to beat the light and the train. As well, three pedestrian deaths occurred as a result of jaywalking; two were alcohol related, one was a deaf, elderly man who let a train go by in one direction, only to step off the curb and be hit by another train travelling in the opposite direction. Due to his handicap, he never heard the warning while jaywalking against the light.

The task force will probably attempt to find ways to restrict access to the transit corridor by pedestrians between intersections, by erecting some kind of barrier device. The problem is where to put it, and for what distance. For cars, the signage will be made bolder, to alert motorists of potential accidents with the LRT. Right now, the signs are small, polite and either hidden away in a forest of other signs or placed well above eye level, greatly reducing their effectiveness. As a rule, all LRT trains give a gong warning before pulling out and a horn warning when the situation appears perilous. I personally remember getting honked at one morning, trying to beat a traffic light to catch my northbound train; the southbound had already started to move away from the intersection. Very unhealthy indeed!

An LRT train also derailed on the Northeast Line on Oct. 3, while running at low speed; damage was minor. An improperly aligned switch was the cause.

On Oct. 16, CBC news in Calgary aired a report of a major problem facing Calgary Transit on the ANDERSON/UNIVERSITY run: too many patrons. While this situation is indeed ideal, there is a severe parking problem for users at ANDERSON Station. Everyone, it seems, wants to use the car to get from home to the LRT, despite bus service (granted that it is infrequent and peak-only service). The City has built an overflow parking lot at ANDERSON; however, users have been greeted with a \$60 traffic ticket for parking wherever they could, including fire lanes, especially after 8 a.m., when the lot has been filled. While this is a bus problem, beyond the scope of our interest, it points to the obvious need for an extension to MIDNAPORE (some two miles to the south) proposed for late in the decade but now unlikely to be forthcoming, due to "tight" money. The happy ending is that, recently, the parking cops have been leaving bus schedules under the wipers instead of the dreaded tickets; it's all on driver education. CT, for its part, will have to provide better bus service; some areas south of ANDERSON have mushroomed almost overnight, starting in the early eighties. Residents are fairly affluent, with average salaries ranging from \$60,000 - \$200,000 per year, with residences to match in many subdivisions, which feature golf courses and other perks. I guess it's obvious that many attend the University of Calgary and that the main travel pattern is north-south. People living in the northeast section appear to work downtown. The northeast is still virgin territory, especially around WHITEHORN Station, but it's probably the next area of growth, when land prices fall in line with developers' plans. Right now, housing construction favours the northwest area of the city.

Distribution Crew: Stu Westland, Mal Smith, Dave Scott, John Thompson, Ben Mills, Norm Cardwell, Charlie Bridges, Helen Bridges.

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