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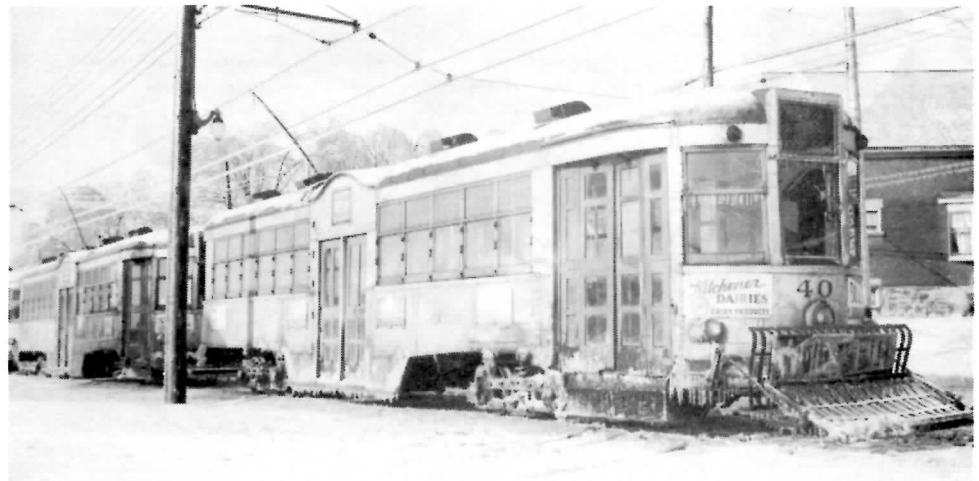
UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



The Oakville station and substation of the Hamilton Radial Electric Railway still stands at the corner of Randall and Thomas Streets, in use as a medical clinic. Note the bay window and still-solid platform (they made good concrete in those days)! The station was opened in 1925; the last radial car left on August 3, 1925. Photo taken April 30, 1988. --John D. Thompson



Winnipeg Transit 1768, a 1950-vintage CCF-Brill T48A trolley coach that made the official last run on October 30, 1970, has been preserved by the transit operator and is stored in a garage on Osbourne St. This view was taken on June 5, 1987. A TTC PCC and a Winnipeg streetcar body are also part of the historical collection. --Brian Schuff



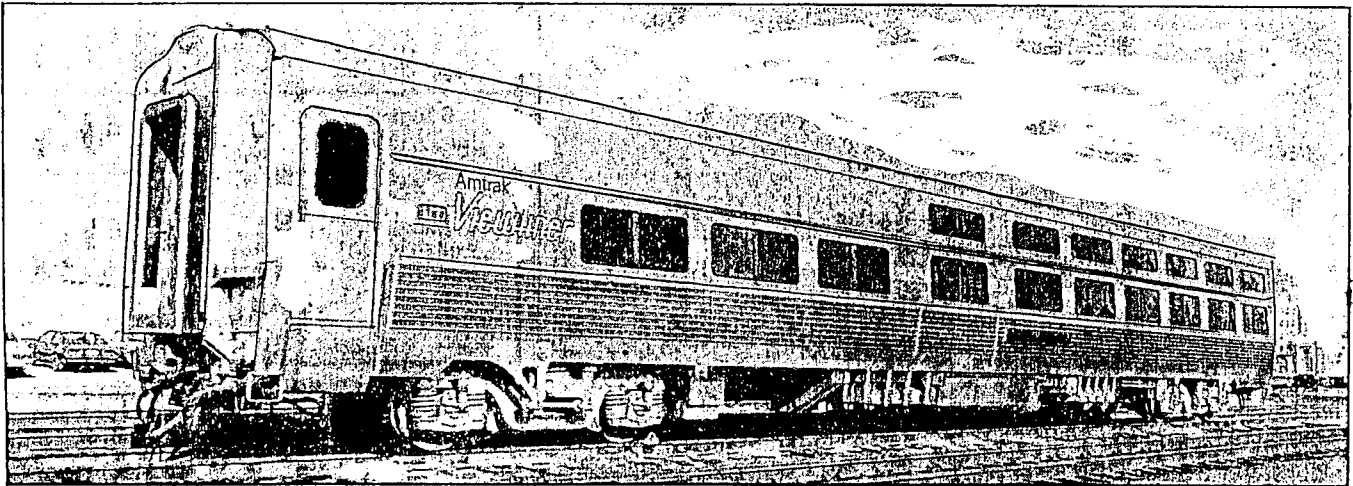
Kitchener-Waterloo Rys. Peter Witts are lined up at Kitchener Jct., near the carhouse, on Dec. 28, 1946, the night after a sleet storm brought streetcar operations to a premature end (see story this issue). The five Witts were originally built by Cincinnati Car Co. in 1918 for Rochester, N.Y. but diverted to Cleveland. That system sold them to Kitchener in 1923 as they were too light to pull trailers in the Ohio city. The Kitchener colour scheme was buff and cream; note the Taylor low floor trucks, identical to those on the TTC 400s. London, Ont. also had five cars from this group. --Bill Hood



THE

VIEWLINER

WILL CANADA EVER SEE ITS LIKE ?



After an investment of five years in time and \$14 million in funds, Amtrak has introduced its VIEWLINER, a state of the art low level passenger car. The carrier has placed two sleepers and a diner on the AUTOTRAIN service between Lorton, Va. and Sanford, Fla. The cars will remain in test service for one year to 18 months to let the riding public evaluate and offer suggestions on the new equipment.

During that period, VIEWLINERS will also be tested on other Amtrak routes, between Chicago and Washington and New York and Boston. Once the test period is completed and all the bugs are worked out, Amtrak will start production on its VIEWLINER fleet. A total of 500 to 600 cars, including approximately 100 sleepers, and a mix of coaches, lounges and diners, will be built over five years to replace the aging Heritage Fleet equipment inherited from the pre-Amtrak passenger operating railroads. The cost of each car will be \$1.2 to 1.5 million, estimated William S. Norman, an Amtrak Executive Vice-President, representing a \$600 million minimum commitment over five years.

The VIEWLINER sleeper, when recently displayed in Chicago Union Station, looked like (to a non-railfan) any other low level Amfleet car from the exterior, in contrast to the two "storey" SUPERLINERS that operate out of Chicago on the western routes to Denver, Seattle, San Francisco and Los Angeles. Commuters walking past the car didn't give it a second glance. There are, however, subtle differences on the exterior and dramatic differences inside the carpeted car, which has bedrooms decorated in sand and burgundy tones.

Norman explained that each of the car's three bedrooms (including one for handicapped people) and 14 roomettes are modular units that can be removed and replaced through a removable exterior panel that is 83" long, and the height of the car. The bedrooms are 81" long and 84½" wide; the roomettes, 81x43.

The innovative design elements inside the 34 passenger sleeper are readily apparent and impressive. First of all, the cramped feeling of the old low level cars has been eliminated by moving all of the overhead mechanical equipment into the car's sides and bottom. Every bedroom and compartment is essentially a storey and a half. Among the features in the new car are: Roomier and more comfortable facing seats with ample space between them; ample space beneath the seats and in overhead compartments for luggage, in addition to two narrow closets for coats and garment bags. There is even a compartment in which passengers can leave their shoes to be shined; --Toilets and sinks in all sleeping compartments, and a combination shower-toilet stall in the bedrooms. In the roomettes for one or two people, the toilet top and sink top double as stairs to the upper berth, replacing the ladders; Built-in fans for the upper and lower berths; --A Multi-purpose, built-in table with a checker (or chess) board that pulls out of a window well; --Larger eye level windows as well as a window for the person in the upper berth; --Pull-down window shades, rather than curtains, to give passengers more privacy; --A fold-up lounge chair that fits under the seat that can also serve as a stable platform for reaching baggage storage areas; --Electronic signs to direct passengers to the dining car.

Executive V.P. Norman said "We are extremely proud of the car because it was executed by Amtrak's own design-engineering group with input from every department in the company, including those of us who are not car design experts, such as President Claytor and myself. We contracted with the Budd Company to build the stainless steel shell. The shell was then taken to our Beech Grove Shop near Indianapolis, where all of the assembly took place. We opened up the section on the side of the car and inserted the room modules through that opening. The advantages of room modules are obvious. If we run into a major problem with one of the rooms, we can replace the

Upper Canada Railway Society

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GRAND CENTRAL TERMINAL CELEBRATES 75TH ANNIVERSARY

New York City's Grand Central Terminal, one of the world's transportation landmarks, recently celebrated its 75th anniversary. The magnificent six-storey railroad station accommodates over 500 arrivals and departures daily, both commuter and intercity trains. It has direct connections to New York City's vast subway system (NYCTA).

Over the years, GCT has been celebrated in books, plays, radio programs, TV shows and movies; part of Alfred Hitchcock's classic 1959 movie 'NORTH BY NORTHWEST' was filmed here, including mouth-watering scenes of the '20th CENTURY LIMITED'. It has passed beyond the status of a transportation facility, to become an American institution.

GCT was constructed in the Beaux Arts style popular at the turn of the century; the formal dignity of the terminal derives from Roman bath architecture, as well as from the generalized use of a Roman form for the facade. On the other hand, the marble double staircase on the main concourse is based on the Grand Staircase of the Paris Opera House.

Three years ago a major restoration was begun on the station to restore the edifice to its former glory after decades of neglect and threatened demolition by the former owners, New York Central and Penn Central. The future of GCT, a wonderful building that could never be replaced, seems assured for future generations.

--JDT



--During March GO Transit launched a series of contests to mark the progress of its Lakeshore East train service extension from Pickering to Ajax and Whitby. The series will appear monthly in local newspapers under the heading GO Points East, along with updates on construction progress, until the extension opens in December. The winner of each draw will receive one month's free

passage between any two points on the GO system. Entry forms became available, beginning April 27, from GO stations and ticket agencies at Pickering, Ajax, and Whitby, and at GO Transit's head office at 555 Wilson Ave., Downsview, Ont. M3H 5Y6. Completed entries should be sent to GO Points East at the same address.

--GO Transit release

--Japan Railways limited express train HATSUKARI 10 passed through the Seikan Tunnel, the world's longest undersea tunnel, as it opened on the morning of March 13, 1988. The first train, running from the island of Hokkaido to Honshu Island, was packed with passengers, some of whom had waited a week to be among the first riders passing through the 33.4-mile tunnel.

Two days later, a sleeper train broke down near the bottom of the tunnel; by contrast with the Sunday morning opening hoopla, for the 166 passengers on the train, bound for Tokyo from Sapporo, the tunnel experience was more of a nightmare. They were jolted awake at 1:27 a.m. when an electrical circuit breaker in the locomotive malfunctioned, cutting off power and halting the train just over half a mile from one of the tunnel's undersea rescue stations. About three hours elapsed before a new locomotive was brought in. "We were stuck on the bottom of the sea, and it didn't feel too good," Kinji Ikue, a 71-year-old farmer, said.

--Denis Taylor, from press reports

--The 6.8 hectare site of the former CNR Stratford locomotive backshops (latterly the Cooper Energy plant) has been sold to Landawn Shopping Centres Ltd. of Toronto for both commercial and residential redevelopment. The property and plant, which has been vacant for some time, is located on Downie St., to the south-west of Stratford's downtown area.

--Kitchener-Waterloo RECORD, via George W. Horner

COVER: BCR MLW units 717, 728 and 705 move a southbound freight through suburban West Vancouver in June, 1974, across a subsequently replaced wooden trestle. The units bear BCR's former two-tone green livery, reminiscent of New York Central's famous 'lightning stripe' scheme.

--Ted Wickson

entire room. This will increase our maintenance flexibility. With the present configuration, if something goes wrong, you have to send the entire car to the shop and leave it there."

Norman said that Amtrak "really looked at this car from the perspective of the passenger, in trying to determine what the passenger wants and needs in order to have the most satisfying trip. "We're not going to tell passengers in advance that they're going to be in a new car. However, we're going to obtain their input on everything. The idea behind this is to evaluate the car so that before we go into production we will have worked out all of the flaws. We will not have to do it after the fact. We've done some interesting things. We've taken two identical sleepers and equipped them with brake systems, doors and so forth made by different manufacturers so that we have the opportunity to evaluate the two. Again, we'll make certain that things are done correctly the first time."

Norman said that the reason for testing the cars first on AUTOTRAIN is that passengers take it from origin to destination. "We'll have the same passengers in the cars all the way through. We can get some initial reactions and then get reactions at the end of the trip. We can get a lot of quick evaluations. In the next five years we estimate that we'll need approximately 500-600 cars just to replace those being retired. In the next 10 years alone we estimate we'll need about 1,200 cars just to keep pace."

Norman indicated that one of Amtrak's immediate problems is finding financing for the VIEWLINER equipment. "When this prototype is done," he said, "there is no question in my mind that this car is going to be marketable outside of the U.S.," providing a source of income to help defray Amtrak's costs.

From my own impression of the car without having ridden in it, I believe passengers will love the space, especially the height, and the conveniences in the normally cramped roomettes. Once in mass service, the VIEWLINERS will give Amtrak star quality. "When these cars are in regular service they will be, from a passenger perspective, the finest railroad cars in the world, bar none," Norman said.

--slightly abridged from an article by Albert Borcover in the Chicago TRIBUNE

(Now the question: Is VIA Rail listening?--and perhaps even more importantly, is the Federal Ministry of Transport listening?)

TO KEEP TRANSIT ROLLING (A CALGARY HERALD EDITORIAL ARTICLE)

Alderman Tim Bardsley is on the right track about Calgary Transit: before the city approves any additional reductions in service or hikes in fares, a thorough, critical investigation is needed to try to determine why ridership is slumping. Only one thing is certain--making it more expensive to take Calgary Transit while offering fewer buses is merely perpetuating a vicious cycle. Any outfit which offers consumers less while charging more will merely exacerbate problems. The city transit system is asking the city for a 1988 operating budget of \$31 million, up from \$28.2 million in 1987, largely to compensate for a projected loss of \$3.7 million.

Fewer Calgarians are using public transit, just 71 rides per capita in 1987 as compared to 78 in 1985 and 1986. What stands out most is how ridership has fallen off in buses that feed LRT stations, although C-Trains remain popular. These low use suburban feeder buses are recommended for the chop by city commissioners. But before any axes fall, surely the city should ponder the transit system it has created and how resources within it are allocated. Should the primary function of buses be to transport commuters to LRT stations? Has infatuation with the bright and shiny trains skewed a balanced approach to public transit? Could buses be better deployed? How do commuters feel about transferring from buses to LRT? Would more Calgarians take the bus if it competed with, and was not subservient to, the LRT system?

As Ald. Al Duerr remarked: "You can't spend more than \$500 million on one system (LRT) without having implications for the remainder of the system. Everything now feeds into the LRT. We've gone from a balanced system to one that focuses on LRT."

So, determining the mix between buses and C-Trains and how they intertwine should be the first priority. Who knows, perhaps some redeployment of buses and schedules could go a long way towards solving Calgary Transit's cash crunch. Of course, the best way to find out is for transit planners to have open minds and listen to commuters, both those who use transit and those who prefer to drive.

But what if redeployment isn't enough? What if Calgary Transit's money problems run deeper? That will be the time for hard headed decisions, but once again slashing service and hiking fares could well be self defeating. Other options should be explored. Perhaps charging a fee for the parking lots which sprawl around LRT stations would be an incentive for commuters to use feeder buses. Seniors currently ride virtually for free on a \$10 annual pass which can be renewed for \$5. But with the exception of those on the basest of pensions, surely a nominal charge of 25¢ a ride is within reason--that alone would raise an estimated \$480,000 in 1988 and \$960,000 annually thereafter. Another proposal would have seniors pay \$38 for an annual pass, the amount that regular users now pay for a monthly pass. The political heat of appearing to pick on the elderly would be formidable, but these are options worth considering.

Motorists who drive to and from work hardly pay their way in terms of wear and tear on roads. Buses are much easier on the maintenance budget. The introduction of a municipal tax on gasoline should be investigated, along with a special levy on long term parking spaces downtown. Imagination and original ideas are needed if Calgary Transit is to retain current levels of service. The commitment to public transit in this city has always been high and the time to put our money where our mouths are may soon be upon us.

(NEWSLETTER Editor's comment: The thoughts expressed in the above editorial comprise a mixture of perceptiveness and naivete. Any city having long experience with a rapid transit system knows that the only logical way to use buses (aside from such crosstown services as traffic can justify) is to collect and deliver passengers as directly as possible to the rail system, enabling the latter to perform the long haul to the greatest degree possible. Not only are

passengers best served this way, but the most efficient use is made of available resources. With all due respect to Ald. Duerr, that is what constitutes a "balanced" system. Any notion of using surface transit to "compete" with rapid transit makes no sense. It would seem that Calgary politicians and the local press should examine longstanding practice in other cities having rapid transit systems rather than agonizing in isolation over the proper approach to feeder service).

--article forwarded by M.F. Jones



NIAGARA FRONTIER WEEKEND

By
John D.
Thompson

For the past decade or so I have been a member of the Buffalo Chapter (now Niagara Frontier), NRHS, participating in the club's activities (as much as my Toronto habitat permits), and making numerous friends among its members. Accordingly, as soon as the notice arrived for the Chapter's 50th Anniversary Banquet, held on Saturday, March 26, 1988, I decided to attend.

There is, of course, only one civilized means of reaching Buffalo: the VIA/Amtrak MAPLE LEAF. I joined the lineup at the ticket gate at Union Station with plenty of time to spare on Saturday morning, having bought my tickets a few days earlier from a local travel agency. A fair sized crowd was waiting to board.

The consist, as always, was pure Amtrak: an F40PH and Amfleet coaches, including a buffet car. The latter dispensed snacks from a counter, which passengers may eat at tables in the car, or from fold-down trays in the coaches.

Departure was on time, right at 940, as the engineer kicked off the brakes, opened the throttle and the F40 leaned into its load. I was seated on the lefthand side, and as we emerged from the trainshed I reflected on how the view has changed over the almost 40 years that I have been riding trains out of Union Station.

CPR's John Street Yard, roundhouse and carshop were the same as always, more or less, although today the yard was filled with an assortment of freight cars instead of the railway's beautiful maroon passenger stock, as would have been the case in bygone years. Even the present scene will soon be transformed, though, for plans are afoot for massive highrise development in the yard. Hopefully the roundhouse will be spared as a railway museum, although plans for this are uncertain at best.

Next came the massive retaining wall, decorated with railway murals, beside the CN Tower, followed by the soaring bulk of Skydome, Toronto's new sports stadium. This facility is nearing completion (scheduled for April 1989) on the site of CNR's Spadina Roundhouse. As we approached Spadina Avenue bridge, I noticed that piers for the first of three sections of the new bridge (which will carry connecting tracks for the Harbourfront LRT line) were in place.

A huge pile of dirt, presumably from Skydome excavation, filled the site of the former coachyard. At Bathurst, the two tracks of the high line (only one of which is still in service) veered off to the left, but not for much longer. Passing Fort York, our train accelerated: I noticed that the telltales on the Strachan Avenue underpass, for the old CPR freight lead south of the fort, were still in place. These were intended to warn brakemen riding the tops of the cars to duck; and when's the last time you saw that?

A sad sight greeted the eye on the old Exhibition siding: former Ontario Northland Railway business car SIR JAMES (built by Preston Car and Coach Co.), most recently owned by Conklin Shows, a sideshow operator. The car is gutted and in the process of being scrapped. My memory went back some 20 years to when the car was in resplendent condition, the property of UCRS member Andy Merrilees, and safely stored at his yard across from CNR's still-extant West Toronto Station. I well remember a pleasant afternoon, as I'm sure does Editor Stu Westland, when Andy proudly showed us the car, and we sat in the beautiful wood panelled dining room, discussing railroading and watching the action on the nearby CN and CP mainlines. A history of SIR JAMES, written by Andy, was published in the NEWSLETTER, circa 1970.

Back on the MAPLE LEAF, we were soon passing beneath the Dufferin Street overpass, with the platforms of the Exhibition stop used by VIA beside the tracks, then on past the site of Sunny-side Station, gone for some 20 years. The TTC's Roncesvalles Carhouse, with its dwindling fleet of PCCs (time to get those farewell photos) was glimpsed on the bluff above the tracks, then we were paralleling CLRVs on Toronto's only limited tramline, The Queensway. I think about what an inspiring site this has presented for railfans since it was opened in 1957, as they arrive in TO by train from the west.

The 'LEAF' raced around Humber Bay, past Humber Loop and, minutes later, Long Branch Loop, westernmost bastion (since the Port Credit line was abandoned in 1935) of the TTC's rail system. The Amfleet coaches rode well enough on the heavy welded rail and superb roadbed of CN's Oakville Sub., although of course a CNR 5400 or 5200 or CPR 2200 or 1300 series coach would be preferable.

At Islington Avenue, the twin attraction of VIA's Mimico maintenance depot (TMC) on the left and

GO Transit's Willowbrook facility on the right were passed. I noticed a handful of GO's single level cars, soon to be replaced by bilevels. It's interesting how the bilevels, originally, I believe, only intended for peak period service, have, with their greater efficiency, almost completely supplanted the single levels. Veteran railfans, of course, will remember Mimico Roundhouse on the south side, the terminal for the railway's freight power until Toronto (now MacMillan) Yard was opened in 1965.

Westward we raced, passing the site of CN's Clarkson Station at Lorne Park Road. This is still a good area for photos, although perhaps not for much longer, with development (unsightly row houses) closing in on the tracks. Soon the modern (1950s) Oakville Station was reached, and a brief stop made. This is the western terminus of GO's Lakeshore train service, except for the three trains in weekday peak hours that continue to CN's James Street Station in Hamilton.

Further on I noted visible evidence of GO's plans for extending full service to Burlington in the near future: a station under construction at Appleby Line, and work in progress at Fairview Station to ready it for expanded GO service, as well as VIA trains. The latter facility is about a half mile east of CN's Burlington West Station at Brant Street, an ancient ex-Grand Trunk structure at which the 'Leaf' halted, after crossing the junction with the Halton Sub. As usual, a few railfans were in evidence. Our Amtrak F40 and stainless steel consist seemed incongruous beside a station that had been witness to 4-4-0 hauled open platform wooden coaches.

The urbanization of Burlington gave way to the relatively undisturbed rustic tranquility of Coote's Paradise as we passed one of the all time great trainwatching spots, Bayview Junction. The foundation of the interlocking tower, gone since the late 1950s, was still visible. Around the long curve past Burlington Bay we went, with CN's main Hamilton classification yard closing in on each side of the train. Again, those of us fortunate enough to be in the hobby 25 or more years ago will recall CN's stone walled Stuart Street Roundhouse with its nearby wooden coaling tower; both of these landmarks have long since vanished with the steam locomotives they served.

James Street Station is little changed from those days, except that only one platform remains in use, and it has obviously not seen a lick of paint in many a year. Not a very fitting welcome to a major city, and one wonders why VIA doesn't have this area fixed up. The other tracks, I noticed, were filled with work cars, as they have been for years. I guess it's been about 25 years since CN stopped running its Toronto-Sarnia-Windsor trains in here, to avoid the time consuming backup move to Hamilton Junction, leaving just the three Niagara Falls trains (including, since 1981, the 'LEAF').

The route out of Hamilton is past an assortment of industrial plants. At one point we passed over the Birch Avenue private right-of-way of the Hamilton Street Railway, abandoned in 1951.

A brief stop was made at Grimsby, where several boxcars have been converted for use as a restaurant and store. Adjacent to the fine old Grand Trunk Station is the Great Western Ry. freight shed, now in use by a private company, and seemingly well maintained. Then it's on to Jordan Harbour, across the spectacular bridge which was the site of many a runpast on steam trips. The station here is now a private home, located a short distance from its original location, and remaining essentially unaltered. The substantial brick station at St. Catharines was soon reached; there are always quite a few passengers getting on and off here. We left St. Catharines and continued to Merritton, where the red frame station still stands, but of course no stop is made here. I wondered if some of those wooden poles in the yard supported NS&T overhead?

The massive brick station at Niagara Falls, Ontario was never, in common with many of the large Grand Trunk stations, any kind of architectural gem, but it was made even worse in the early 1960s by the application of a hideous coat of grey paint, now peeling off. I recalled the roundhouse and wooden coaling tower that were located across from the station. Here, the CN and VIA crews were replaced by Amtrak employees, and we proceeded slowly across the Niagara Gorge bridge to Niagara Falls, New York. At the bottom of the gorge may be glimpsed the right-of-way of one of the world's most spectacular electric railways, the Great Gorge Route of the Niagara Gorge Railroad Co. (operated jointly with the International Railway Co.). The line was abandoned in 1936, following a pre-season rockslide.

At the far side of the bridge, on the north, the 'LEAF' passes the site of the Lehigh Valley's Suspension Bridge Station, demolished after the 1961 demise of LV passenger service. On the south one can see where, until circa 1961, the tracks veered south towards downtown and the NYC's Main Street Station. Today's train stops at Hyde Park Road, at a location some two miles from the centre of the city. The station is in the former LV freight office, and is probably adequate for the amount of business generated here.

On the south may be seen Conrail's engine terminal and yard, with the alien (to Canada) SW1500 switchers. After a lengthy customs inspection we were off. Much of the yard trackage appeared to be unused. The Amtrak cars which had sat derelict here for years have finally been scrapped. At the east yard limit the overhead poles of the de-electrified (circa 1978) Niagara Junction Ry. were evident. The main line track here is pretty bad for a short stretch, and the Amtrak coaches bounced and swayed accordingly--evidently their riding qualities are only as good as the track.

Soon, we passed the junction with the freight only line to Lockport, leaving Niagara Falls behind, swinging in a wide arc around the eastern perimeter of the city on a new line built in the early 1960s to replace the downtown route. This involved, at a guess, the abandonment of about five miles of trackage, and the construction of the new belt line, comprising an equivalent mileage. The trackage change came about when the State of New York bought the right-of-way to build an expressway, which was intended to link Niagara Falls with Buffalo.

However, only a short section of about three miles was ever built before work was permanently halted, reportedly due to citizen opposition to neighbourhood disruption in Buffalo. This road literally goes from nowhere to nowhere. All of the rest of the former NYC right-of-way, right to the heart of downtown Niagara Falls, is still vacant, tantalizingly awaiting the hoped for laying of NFTA light rail tracks from the existing subway at Main and Hertel Streets in Buffalo. The expressway's presence does not present an insurmountable problem, as the median strip is wide enough for a pair of tracks. Better still, tear up the wretched road and be done with it.

Our train rejoined the former right-of-way at River Road, beside the Niagara River at the southern limit of Niagara Falls. A siding into a plant extends a couple of thousand feet north on the old rofw. From the junction south, there are actually three rights-of-way to North Tonawanda: the Conrail (ex-PC, ex-NYC); Erie-Lackawanna (abandoned some 10 years ago); and the IRC's Buffalo-Niagara Falls High Speed Line, gone since 1937. On the outskirts of North Tonawanda, a culvert a few hundred feet east of the CR tracks marks the point where the IRC veered off in a wide arc through the Tonawandas.

We raced through North Tonawanda, glimpsing the old Erie freight house that has recently been bought by the Buffalo Chapter. Then, across the New York State Barge Canal and Ellicott Creek, with the abandoned Erie R.R. bridges a few hundred feet to the east; this line gradually veers off to the south-east, crossing Main Street at Hertel. Through the City of Tonawanda our track is on a high embankment with a broad sweeping curve. Then we passed Black Rock, junction with the line to Fort Erie, with a largely abandoned yard on the west, and the junction with the CR (NYC) Belt Line on the east, which curves through the east side of Buffalo to rejoin the main line near Central Terminal.

The train is on the last lap to downtown Buffalo, paralleling the Niagara River on the west, past the Peace Bridge, then into the short tunnel beneath Main Street. The disc brakes on the Budd-built coaches are grabbing, easing the train to a halt at Exchange Street Station, a small red brick structure of 1950s vintage located at the south edge of downtown. We're right on time, in fact, three minutes early. I grab my gear and join the detraining throngs.

On the platform my good friend and fellow UCRS and Buffalo Chapter member, Al Kerr, a lifelong Buffalo resident, was there to welcome me. After watching the 'LEAF' continue eastward on its journey to Gotham, we drove off in Al's car to a restaurant on Delaware Ave., passing the then about to open Pilot Field baseball stadium just north of the Amtrak station. Over a leisurely lunch Al filled me in on the local news, and his recent month-long trip by train to California, including inspections of the under construction Long Beach (Los Angeles) and El Cajon (San Diego) LRT lines. Then, before dropping me off at LaSalle Metrorail Station, Al took me over to War Memorial Stadium for a first and probably last look at this 1930s vintage baseball stadium, replaced by Pilot Field. This was the site where the baseball scenes in the 1984 movie 'The Natural' were filmed.

I then phoned up another UCRS member, Gordon Thompson, who lives nearby. Gordon invited me over to his house, and I spent a pleasant two hours there, discussing the NFTA (where Gordon holds the position of Manager of Planning) and other rail transit news. Gordon told me that NFTA had purchased from Conrail the former Erie R.R. line all the way from Main and Hertel to just past North Tonawanda; beyond, all the way to downtown Niagara Falls, it's owned by the State, so if money becomes available there's nothing to stop the construction of an LRT line between the two cities, or at least to North Tonawanda.

At six o'clock it was time to head downtown for the banquet, so I walked through the rain filled dusk to LaSalle Station. I bought a ticket (85¢) from the vending machine at street level (Metrorail uses the Proof of Payment system) and descended to the platform deep in a bored tunnel. As one of NFTA's beautiful, squeaky clean Tokyu Car Co. (yes, that's the right spelling) trains glided to a halt, I spotted familiar faces in the lead car and raced towards it. I leapt aboard and made my way to the front, where Buffalo Chapter members Allen Maull, Dick Olday and Jim Schalk were seated--the train had become a railfan special! In the 15 minutes that it took to reach Huron Station there was time for yet another rap session. The new Hyatt Regency Hotel is just a short walk from here. I headed up to the banquet hall, stopping to greet familiar faces. At the door Tony Schill, a Chapter Director and NFTA operations official, was distributing tickets, helped by his wife, Peggy. In due course the banquet proceedings commenced, with Chapter President Geoff Gerstung presiding. Geoff introduced National President Raymond Wood, who was present to honour the Chapter on its 50th anniversary.

After dinner the entertainment got underway. First was a slide presentation (the earlier views being black and white) covering Chapter outings over the past half century, many of which took place on local electric lines such as the NS&T, L&PS, LE&N-GRR, and TTC, as well as the CN and CP. Next came a movie showing, dating back to the early 1940s, of Chapter trips on the late, lamented New York, Ontario and Western Ry., shot by one of the members from the back platform. Surprisingly steady and clear, for an amateur 8mm effort, the film provided rare glimpses of NYO&W stations, yards, engine terminals, junctions, lineside switching moves, and beautiful vistas of the rolling countryside that the line traversed. The prewar photography was black and white, while that after the war was in glorious Kodachrome, as vivid as though it had been shot last week instead of 40 years ago.

The final part of the evening's program was a slide presentation entitled 'A Railfan's View from the Head End', by member and CR engineer Don Jilson. Don had some beautiful slides of trains, chiefly in the Southern Tier area around Corning, N.Y., including the recently closed 'Grand Canyon' line to Williamsport, Pa., and also some Canadian shots, including Newfoundland.

The banquet broke up around 11 p.m. and everyone made their way home. My friend Dave Smith had invited me to stay overnight at his home, so we rode Metrorail, along with the same contingent of railfans, up to the terminal at South Campus Station. Here we got in Dave's car and drove to his house in suburban Williamsville.

The next morning UCRS/Buffalo Chapter member Pete Benham, a resident of nearby Kenmore, picked me up at Dave's and we drove to a Your Host restaurant for breakfast; this is a local coffee shop chain which I have always found to provide food of reasonable price and quality. Then it was off on the railfan circuit, despite the overcast weather. We hit the N&W (ex-NKP) yard, bagging a N&W caboose, one of the 'Last of the Mohicans', used in Canadian service; then the former E-L yard at Babcock St. Here was found a wide assortment of colourful subjects: some stored D&H Alco power, including an RS3, Guilford units, a pair of P&LE engines, and a D&H snowplow.

Our next sortie took us past Conrail's Frontier Yard, off limits to railfans, but we were able to shoot a GP9 booster set from a parallel public street, and then an eastbound freight in suburban Depew. Our odyssey also took us to Blasdell, on the south side of Buffalo, where I nailed a P&LE unit coal train, a South Buffalo Ry. movement and, believe it or not, a pair of

NYCTA stainless steel subway cars on a short section of test track at a plant where they were being rebuilt. Pete then dropped me off at Amtrak's Depew station and I caught the westbound MAPLE LEAF back to Toronto, running 30 minutes late this time.

I always enjoy my visits to Buffalo: NFTA's light rail line has brought the city a touch of class, as well as being a major point of railfan interest. And, the city itself is a pleasant respite from overdeveloped, overgrown and overcrowded Toronto; in some ways, with its absence of high rise apartments and relative lack of ugly modern downtown skyscrapers, Buffalo is reminiscent of the Toronto of 30 years ago--and that was my kind of town.

KITCHENER:

WHEN DID ITS FIRST STREETCAR COMMENCE SERVICE?

from the Kitchener-Waterloo RECORD (Joe Sinasac),
forwarded by George W. Horner

Vern Hett's pet interests these days are public transit and a mysterious date from the last century, lost from living memory and hidden by time. The date is from about 100 years ago when a horse drawn streetcar first ambled down King St. between Waterloo and Berlin (Kitchener's previous name), unnoticed by local newspapers or politicians of the time as the birth of what would grow up to be Kitchener Transit. "I've been everywhere trying to get this elusive date," said the 60-year old retired Kitchener bus maintenance man. "It's been frustrating at times."

Kitchener Transit is a century-old public transit system looking for a birthday. All indications are that it was in either late 1888 or early 1889 (John Mills in TRACTION ON THE GRAND says that the line opened in 1888--Ed.). The question is: What was the exact date? It may be academic for transit officials. After all, how accurate do you have to be to throw a party for a centenarian? "Either way, it's in its 100th year," says Transit Director Wally Beck.

Over the next 12 months, Kitchener Transit will use the occasion to tell Twin City residents a little more about itself. Beck said that a media campaign and a possible display of old photographs and artifacts from streetcars and trolley coaches will be used to raise public awareness. There will also be a grand opening in November for the \$9.4 million downtown transit terminal, which is under construction on Charles St.

During that time Hett will continue his sleuthing in the past. In the Kitchener Public Library and at the University of Waterloo he has combed diaries, old newspapers and other documents for evidence of when that first streetcar trip was made. The only hard facts about the birth of the transit system were found in a newspaper article about a June 30, 1888 ceremony in which the first spikes for the tracks were hammered into the ground (sic) at the starting points in Berlin and Waterloo. Other than that, Hett has found scraps of ambiguous information about the delivery of materials for the track construction, but nothing about an inaugural run.

Despite the scarcity of information on its birth, Hett was able to uncover plenty about the childhood, adolescence and adulthood of the street railway system, enough in fact to some day fill a book. A charter was actually granted to a private company for a street railway between the two towns in 1883, but nothing was done about it until five years later.

The Berlin and Waterloo Street Railway left the horsecar era behind in 1894 when it switched to electric streetcars (J. Mills says that electric service commenced on May 18, 1895--Ed.). In 1906, the company was taken over by the Berlin Public Utilities Commission. Over the next few decades the system grew steadily, modernizing all the while. During the Second World War it suffered from extremely heavy use and a shortage of parts and fuel. The service was so crowded that the PUC ran advertisements in the local newspaper asking people to walk to work if they lived close by, and requesting that housewives stay home during rush hour.

The streetcar era came to an "inglorious end" in late December 1946, Hett said. The PUC had already planned to replace them in any event on January 1, 1947 and had bought trolley coaches for that purpose. But two days after Christmas there was a terrible ice and sleet storm which knocked down wires across the city, recalled Hett, who was a young mechanic at the time. "They (the streetcars) were stranded all over the city," he said. New Year's Day saw the trolley coaches brought into service and the streetcars were eventually sold for scrap.

The trolley coaches lasted until 1973, the year that the service was taken over by the municipality and renamed Kitchener Transit. Diesel buses were found to be cheaper and more efficient.

By last year Kitchener Transit was carrying 10 million passengers a year down Twin City streets on its 97 buses, covering about five million kilometres. It has about 200 employees, including 172 operators. During the past decade transit has been in the news due to the disputes between Kitchener and Waterloo politicians over bus service. While Beck said that the transit service treats the two cities as one when it comes to providing service, it is still subject to an agreement between the councils in which Waterloo buys bus service from Kitchener. The latest agreement is still being negotiated, with Waterloo asking for some recognition for its financial contributions through a name change.

TTC ALRV 4200, 4201, 4202, 4203, 4204, 4205, 4206, 4210 have all been seen running on Long Branch (507), some in all-day service. They all, in turn, run on all-day service. There may be more

than two in all-day service. They are now running in sequence, indicating that they now have faith in the abilities of following ALRVs to push them.

-- Ed Campbell

Motive Power and Operations

Edited by Pat Scrimgeour

UCRS-type snivellers and self-anointed fakirs

Bruce Acheson, Burlington
Ken Andrews, Toronto
Gerry Burridge, Pointe-Claire
John Carter, Leaside
Bruce Chapman, Ottawa-Montréal
Art Clowes, Toronto
Rick Eastman, Scarborough
Mike Lindsay, Burlington
Don McCartney, Toronto
Don McQueen, London
Doug Page, Hamilton
Rex Rundle!, Toronto
Gordon Shaw, Thornhill
Pat Scrimgeour, Leaside
Rob Scrimgeour, Leaside
Dave Stalford, Holland Landing
Gord Webster, Toronto

Corrections from April

CN 7302 was 1368; 7303 was 1370.

CP 8835 is now 8242, not 8241.

CP 6060 (PTC) was out of Ogden on March 7th.

A clarification for those who asked: "PTC" on CP Rail SD40-2s is Positive Traction Control, which reduces wheelslip. Another: the CN ore trains use the Newmarket subdivision from North Bay to Washago, and the Bala sub to Doncaster (Toronto), then the York, Halton, and Oakville subdivisions to Hamilton.

Downtown Toronto

The tracks will be removed from the CP Rail John Street yard towards the end of May. Two metres of soil are then to be moved by train, to be replaced with uncontaminated fill on which the office buildings will be built. All of the buildings except the roundhouse are being demolished.

Demolition of the remaining portion of CP's old freight shed at John and Wellington got underway about May 1st. The track serving this facility will also be removed, including the crossing of Front Street and Spadina Avenue. ■ The peaked roof of the TTR John Street Tower shown being removed in a photo in the March 1988 Newsletter has now been totally removed, to be replaced by a flat roof.

CN's old 20 York Street express building is being gutted in preparation for renovation into commercial space. This building is being renovated rather than demolished since part of it is on the Station Street road allowance which would revert to the City if the building is removed. A new enclosed pedestrian walkway across the tracks west of Union Station, between 20 York Street and the John Street area will be started in June. Before then, photos of westbound trains leaving Union Station may be taken from the exit walkway along the back of the Metro Convention Centre. Head for the CN Tower, but before entering the Tower overpass, bear left (east), and go up a few steps to the walkway.

(Pat Scrimgeour, Just A. Ferronut)

Montréal commuter trains

The Québec ministry of transport (MTQ) has ordered 24 new commuter cars from Bombardier, for \$31-million, to be delivered by January 1989. The

new cars will supplement the 50 now in use on the Montréal-Vaudreuil-Rigaud STUM (former CP Rail) service. The order is combined with one for 12 from NJ Transit (i.e., single-level cars). In addition, MTQ will fund the conversion of the older cars to electric heating, and some new locomotives. When the new equipment arrives, service will be increased and integrated with bus schedules. Since 1982, ridership on the line has risen from 3500 to 13 000 passengers each day. Also at Bombardier: 72 monorail cars on order for Disney World, and a bid for 30 to 72 rapid transit cars for Los Angeles. (The Gazette, from Gerry Burridge, The Globe and Mail/PS, The Spectator/ML)

CN announced that its Montréal south shore commuter train to St-Hilaire would be discontinued after April 1st if governments did not assume the \$1.3-million annual deficit. The government of Québec was considering the matter, and the federal government had ruled out any contribution. (The Gazette/AC)

Vancouver

The Burlington Northern dock in Vancouver is being rebuilt for use as a deepsea terminal. In recent years, the dock has been used for a barge service to the British Columbia Railway in North Vancouver, and for the shipment by barge of railway cars carrying hazardous goods. ■ The new intermodal port on the Fraser River in Surrey, downstream from Thornton Yard and the Fraser River bridge, is expected to be open in late 1989 or early 1990. (CP News Summary/GCS)

Canadian Pacific

Coroner's report on Levack collision

A coroner's jury has recommended better communication on train operations between CP and Inco, and signals on the Inco line "to give notice of any activity on that line." Two Inco employees were killed when their electric locomotive was crushed between its train and an unattended CP Rail train stopped on the track. The CP crew testified that they did not have authorisation to leave their train on the Inco track, but they assumed there would be no problem because Inco did not normally operate at that time. The Inco crew was working overtime. The CP crew was in a nearby restaurant at the time of the accident. The accident was not discovered until about six hours later, after the Inco foreman could not reach his crew on the radio. (The Globe and Mail/PS)

Stations and track

The station at Guelph Jct. is being torn down now. By the time you read this, it may be gone.

CP will give notice of its intent to abandon the Dominion Atlantic Railway, it has announced. In 1986, the DAR lost \$1.9-million. VIA will have one year to decide on whether it will take over the line.

Jim Brown is moving the Alliston station to his property on May 30th. See the January Newsletter

for the highway route.

Work for GO Transit on the Galt subdivision, in preparation for the two additional Milton trains, was to be completed by October 15th, but will be late.

The CP London station is for sale. The 88-year-old building has been used as headquarters of the London division since passenger service ended. With most of CP's business being conducted now in Toronto, the station is surplus. There are a number of bidders for the station, some of whom plan to keep the station on the present property, and incorporate it into larger developments. (Gord Webster, Bruce Chapman, London Free Press/ML)

Motive power news

SW1200 1272, due at Angus for an RSC, is still working at Ste-Thérèse, until after the shopcraft strikes are over. SW1200RS 8134 is now on the DAR, replacing 1272. The other four 1200s on the DAR are due in Angus for RSCs later in the year. ■ Also waiting to go to Angus for repairs are 1687, 1688, and 1690. These three ex-TH&B units are spouting oil at the stack, and are out of service. When they were rebuilt, engine blocks were taken from old 1400-series F-units at St-Luc.

ACR SD40-2 188, which made several trips to Angus this winter for alternator problems, seems to be fine now. ■ Ogden switcher 6715 failed at 04:00 on February 16th, so it has been decided to use 6711, which had failed at Dryden in January, to replace it. The 6715 may be retired.

The last two running engines in TH&B paint are being removed from service. NW2 51 is intended to go to the John Street roundhouse museum in Toronto, and SW7 57 is being sent to GM, where it will be used as a switcher. The other retired TH&B switchers will likely go to GM as a supply of parts.

In the shops...

SD40-2	5697	out of Ogden Apr 12
SD40-2	5700 (Port sub derailment)	in service
SD40-2	5706 (Fording derailment)	now running
SD40-2	5762 (Fording derailment)	now running
SD40-2	5946 (PTC)	out of Ogden Apr 15
■ 5946 transferred to Alyth, and 5689 to Winnipeg		
SD40-2	5948 (PTC)	out of Ogden Mar 31
■ 5948 transferred to Alyth, and 5688 to Winnipeg		
SW900	6713 (roller bearings)	out of Angus Apr 4
SW1200RS	8122 (TBay fire)	out of service Apr 19
GP9	8630	in Angus Mar 31
GP9	8827	in Angus Mar 24
B&O	3705 (turbo work)	stored at St-Luc Apr 19
B&O	3707 (new engine)	out of Angus Mar 25
B&O	3724 (turbo work)	to CN Pointe St-Charles
B&O	3730 (turbo work)	to CN Pointe St-Charles
B&O	3732 (turbo work)	stored at Toronto Apr 19
GATX	5070	back from CN; in service
GATX	5072	back from CN; in service Apr 7

Conrail GP35s on lease

2250	2256	2269	2321	3637	3644	3657
2251	2259	2277	2332	3641	3651	3682
2252	2261	2290	2353	3642	3656	3688
2254	2268	2317	2357			

These engines are assigned CP road numbers 2510 to 2534, for the purposes of the computers. ■ CR 3648 is not coming; it was replaced by 2252. (Bruce Chapman, Gord Webster)

Operations

CP has been using one of the five duty-paid RS18s on a new job set up working only Sunday and Wednesday out of Brownville Jct. CP is hoping to lease an engine from the Bangor and Aroostook for this job. ■ The Richford yard assignment was replaced on April 17th by a road switcher out of Newport, Vermont, Monday to Friday, with engineer, conductor, and one brakeman.

On March 1st, a truck hit train 403 (with 5971 and 5974) at Benny, Ontario; no damage to the units. ■ On April 7th, at Trenton, Ontario, 5545, 5670, and three cars on train 928 derailed. ■ Amtrak F40PH 329 and coach 21168, damaged in the sideswipe at Gare Centrale, left St-Luc on March 13th, via the Napierville Junction. (Bruce Chapman)

In an address to the Toronto Railway Club (the industry social group), R.J. Ritchie of CP Rail spoke of some of the issues now concerning CP. ■ In areas where the local economy is expanding, such as in the Beauce and in the Maritimes, CP is planning to serve new industries with intermodal service, rather than the more expensive rail-only option. ■ On the north shore of the St. Lawrence, CP is suggesting that VIA might take over the line through Trois-Rivières, since CP can divert all of its traffic via CN. The new bridge that CP is building will cost up to \$7-million. CP seems to have backed off its criticism of VIA for running any trains via the north shore. ■ CP Rail Intermodal Freight Systems (i.e., east of Thunder Bay) is running trains about 85 percent on-time. What is the definition of on-time, though? (CP News Summary/GCS, PS)

Railway relocations

CP Rail is negotiating with CN to run its trains over the CN tracks (Newmarket subdivision, formerly the Alderdale sub) through North Bay. This would allow the lakeshore development to proceed without having to allow for the CP main line. (North Bay Nugget) ■ In Regina, a plebiscite in October's municipal elections will ask for approval of financing for the proposed railway relocation. ■ Agreement is close on the relocation of the CP yards in Red Deer, estimated to take three years and cost \$73-million. (CP News Summary/GCS)

British Columbia Railway

Environment Canada has directed BCR to examine two tank cars found on the ocean floor, 50 metres below the surface of Howe Sound, a kilometre north of Porteau. The cars were found during the testing of a remotely-operated submarine. Videotapes show that the cars are unpressurised, indicating that they probably carried diesel fuel or oil. Environment Canada believes that the two may be there from a derailment in 1957, but the BCR says that all of the cars in that accident either burned in a fire, were blown up afterwards, or were removed to North Vancouver. If the cars are still full, then BCR will remove their contents. (Vancouver Sun)

Reset Safety Controls have been installed on the RDCs. Next, the locotrol master units and the electrics will receive RSCs; then the rest of the six-axle engines (700-series), and finally, the M420s.

Tourist Railways and Museums

N&W 1218 not coming to St. Thomas

Norfolk and Western 1218 was scheduled to run from Buffalo to St. Thomas on July 23rd and/or 24th. That trip had to be cancelled, and the engine will now run to Erie, Pennsylvania. The International Bridge at Fort Erie could not handle the weight of 1218. Normally, CN is required to accommodate any Norfolk Southern traffic, under the agreement with the former Wabash. In fact, CN found in their checking for 1218 that the agreement calls for CN to maintain coaling and watering facilities for Wabash engines.

Port Stanley Terminal Rail

This is the PSTR schedule for 1988. Trains leave Port Stanley on the hour.

May -- Saturday 13:00-15:00, Sunday 13:00-16:00
June -- Saturday 13:00-15:00, Sunday 13:00-17:00
July, August -- Wednesday to Friday 13:00-15:00,
Saturday 13:00-17:00, Sunday 12:00-17:00
September, October -- Saturday, Sunday 13:00-16:00
November, December -- Sundays only 13:00-15:00
Sunday service on holidays.

To get to St. Thomas or Port Stanley by bus:

	ChC	GLC	ChC	ChC	GLC
	Ex Su	M W F	Ex Su	Ex Su	Daily
London	08:00	11:15	13:30	15:45	17:30
St. Thomas	08:40	11:50	14:20	16:25	16:05
Port Stanley	09:05		14:35		

	ChC	ChC	GLC	GLC	ChC	ChC
	Mo-Fr	Ex Su	Daily	TTSa	Ex Su	Ex Su
Port Stanley	-	09:10	-	-	14:35	-
St. Thomas	07:15	09:40	10:10	12:22	14:55	16:30
London	07:55	10:30	10:40	12:55	15:35	17:00

Check the operating days carefully; most of the runs are not daily. "TT Sa" means Tuesdays, Thursdays, and Saturdays; the rest are clearer. "ChC" is Cha-Co Trails (somehow associated with Chatham Coach Lines), and "GLC" is Greyhound Canada. The Greyhound buses continue to Buffalo and Windsor. In London, the bus depot is just a block west of the train station. (Pat Scrimgeour)

British Columbia

News that bears repeating: CPR 2860 and CNR 6060 will doublehead the trains from North Vancouver to Squamish on the opening weekend of this year's Royal Hudson trips, May 21st and 22nd.

The City of Squamish has approved the use of part of the BCR yards for a museum proposed by the West Coast Railway Association.

Elsewhere

The Hamilton Region Conservation Authority is redeveloping the former Canada Crushed Stone plant in Dundas. One possibility for the locomotive house and former electric right-of-way is an operating railway museum. (The Spectator/DP)

In April, the CBC programme *The Fifth Estate* had a segment on short line railways, including the Central Western, the Port Stanley Terminal, and the New York and Lake Erie. (Rick Eastman)

GO Transit

Once the new F59PHs are received, the 21-year-old GP40TCs will be retired, except that some will be kept as reserves. One contrary rumour has been that GO will rebuild the TCs, and keep them, but send the F40PHs to Ontario Northland, where they would be compatible with VIA equipment. The F40s are the only GO engines which take electricity for heating and lighting from the prime mover.

The TH&B Hunter Street station has been chosen as the Hamilton terminal for the expanded GO train service into Hamilton. A proposal to run trains from both the CN and the TH&B stations was turned down. Another station will be built at Waterdown Road in Aldershot. Service is expected to rise from the present three trains to seven, as a first step towards possible full service. (The Spectator/DP, PS)

GO Transit has been testing, with favourable results, a computer, developed in Australia, to help engineers in operating trains. From a profile of the track in its memory, the computer determines whether the train should be accelerating, coasting, or braking, so that the fuel used is the least and the trains arrive exactly on time. (The Spectator/ML and DP)



VIA schedule changes, May 1st

Nova Scotia

The time of departure of the Dominion Atlantic train leaving Yarmouth on Sundays is earlier, at 15:30.

A new station is to open around June 1st, to replace the existing stations at New Glasgow and Stellarton, which are only 3 km apart.

Eastern Transcontinental

The *Ocean*, train 15, leaves Moncton later, at 20:00, and number 17, the *Chaleur* leaves Gaspé later, at 17:15. The schedule for the *Atlantic* has been accelerated by 15 minutes eastbound and 30 minutes westbound, because U.S. Customs no longer check all passengers as the train passes through Maine.

Montréal-Chicoutimi

Trains 133, 132, and 138 now operate between Montréal and Jonquière, cut back 16 km from Chicoutimi. Jonquière is a suburb of Chicoutimi, but has a larger population and is more central to the Lac St-Jean urban area. CN will be able to abandon its track into Chicoutimi, as freight will be handled over the Chemin de Fer Roberval-Saguenay.

Montréal-Québec

The trains that were added on the south shore between Montréal and Québec when the north shore was closed have been renumbered into the 20-series from some odd spots in the 600-series (the trains were never RDCs, though). Some minor changes have been made to departure times. On the north shore, VIA is no longer providing a replacement bus between Trois-Rivières and Québec. The bridge is scheduled to be rebuilt by the fall, and VIA through service will then be able to resume. If CP keeps its freights off the north shore line,

then that may be turned over to VIA as part of the corridor high-speed line.

Scheduled LRC trains

20	24	30	37	43	46	62	65	68	77
21	26	31	40	44	60	63	66	69	80
23	27	36	41	45	61	64	67	70	87

Ottawa-Montréal

Departure times of some trains between Montréal and Ottawa have been changed by five minutes.

Montréal-Toronto

Trains 60 and 40, 61 and 41, are now operated separately between Toronto and Brockville. The "J-train" operation saved on the costs of operating crews, but required an electrician to work at Brockville, and resulted in frequent delays to the westbound train. ■ Train 63 leaves Montréal 40 minutes earlier, at 10:15 ■ Trains 64 and 69 have had their departure times shifted by 10 minutes.

Toronto-Ottawa

Train 41 leaves Ottawa 25 minutes earlier, at 07:45. ■ Other minor departure time changes, and normal summer lengthening of travel time, while CN trackwork programme is on. Watch for trains 40 and 41 to run early fairly frequently.

Toronto-London-Windsor-Sarnia-Chicago

During the week in May, June, and July, the Amtrak continuation of train 81 is diverted in Michigan, and misses two regular stops. The trip to Chicago takes 100 minutes longer on those days. The eastbound service is not affected.

Train 73 now runs at the same time daily, leaving Toronto at 13:00. Train 173 had been running on Sundays, 30 minutes earlier. Train 88 runs at the same time every day, but later, leaving Chicago at 11:05 (Central time) and Sarnia at 19:15.

Trains 666 and 667 have been renumbered as 674 and 679. ■ Trains 70 and 80 have a cross-platform connection at London. ■ Train 83 runs 55 minutes earlier, leaving Toronto at 13:00. ■ Train 87 runs 30 minutes later, leaving Toronto at 18:40. ■ Train 84 runs 55 minutes later, leaving Sarnia at 10:45. ■ Some late-evening service has been added on the back route: Number 669, leaving Toronto at 23:15 on Saturdays, and 670, leaving London at 20:30 on Sundays. ■ Other minor departure time changes, up to 15 minutes.

Toronto-North Bay-Timmins

There are no schedule changes to the north of Toronto, but the error in the published *Northlander* times north of North Bay has been corrected.

Western Transcontinental

The *Super Continental* is 20 minutes faster westbound, and 30 minutes faster eastbound. The times of the *Skeena* between Edmonton and Jasper are changed slightly as a result, but there is still a stopover in each direction at Jasper of almost three hours. ■ Trains 101-102-103-104, *The Rockies by Daylight*, operate once a week between June and October.

Other Railways

On the Algoma Central, trains 1 and 2 operate six days a week and about one hour later, between May 21st and October 17th. ■ The BCR runs daily to

Prince George from June 25th to September 5th. ■ On the ONR, the *Polar Bear Express* runs six days a week from June 25th to September 5th. During that period, the Cochrane to Moosonee mixed train is cut back from three to two trips a week.

VIA's new marketing plans

In speaking to the annual meeting of Transport 2000, Denis De Belleval, the president of VIA Rail Canada, discussed VIA's new corporate culture, to put the customer first. VIA is spending "several hundred thousand dollars" preparing a 20-year strategic plan, due at the end of 1989. VIA hopes to convince the federal government to fund the purchase of new locomotives and rolling stock. The study includes a re-examination of a high-speed train such as the TGV running in the Ontario-Québec corridor; a 1983 study estimated the cost of such a service as \$2-billion. The plan is also examining the roles of the transcontinental trains as inter-city services and tourist attractions, better ways of serving remote areas, and routes where VIA can become the dominant mode of transportation.

Between June 1 and June 30, VIA has cut the one-way fare between Toronto and Montréal from \$51 to \$29. The discount fare is available on all days except Fridays and Sundays. (The Voyageur bus fare is now \$36, and Voyageur has taken offense at the VIA reduction.) To increase reliability, sets of equipment will be assigned exclusively to the Montréal-Toronto run. Prices will also be reduced on Ottawa-Montréal and Toronto-Ottawa trains. Last year, Voyageur asked the CTC to order VIA to fix its prices at 25 percent higher than bus fares; the CTC said there was no basis for such higher fares. (The Globe and Mail/PS)

Motive Power and Rolling Stock

LRC engines are beginning to re-appear alone on LRC trains, but some are still hauling conventional trains in southwestern Ontario. The chief problems with the LRC engines seem to be in the supply of electricity to the cars. ■ The ex-Amtrak LRC cars are being rebuilt at La Pocatière by Bombardier.

One of VIA RDC-2s 6207 or 6213 will go to the Esquimalt and Nanaimo; 6133 and 6134, now on the E&N, are due for overhaul's. (Bruce Chapman)

Canadian National

Motive power news

The new CN engines still may be acquired by lease, or by purchase. The important thing, apparently, is that the engines are being built, and not how they are to be paid for. There is some question whether the GE engines (probably the DASH 8-40C model) will have a Draper Taper cowl body.

Rebuilt GP9s (master and slug set) 7237 and 239 were released from Pointe St-Charles on March 29th, for service at Calder (Edmonton). ■ The Bessemer and Lake Erie SD9s have been leased for an additional 90 days, until June 30th. ■ The Town of Lindsay, Ont. is apparently attempting to obtain a CN diesel locomotive for display. ■ CANAC sold retired CN SW900 7608 to Great Lakes Forest Products, in Thunder Bay. Great Lakes occasionally leases a CN 1900-series GMD-1; their ex-CP 6704 and 6709 are apparently in bad shape. (Bruce Chapman, Doug Page)

The following CN switchers were delivered to CP Rail at Parsley, Québec, on February 16th and 29th, for delivery to a scrapyard in Laval:

7152	7162	7174	7181	7900	7948	8033
7155	7169	7175	7182	7916	7949	8038
7157	7171	7176	7183	7947	7951	8214
7159	7172	7180	7205			

(Bruce Chapman)

The government of New Brunswick is looking for a new tenant for the CN Moncton shops. CN is planning to close the shop permanently later in 1988. The provincial minister of transportation has asked CN to make public its study of the reasons for closure. Workers at Moncton would rather CN rebuild existing locomotives rather than buy new ones from GM and GE. As we should all know by now (as Mila does), this is not a trivial issue in Moncton, where CN has always been the largest employer. (The Moncton Times-Telegraph, PS)

Abandoned: the Hickson spur

The NTA advised CN late in March that they could proceed with the abandonment of 0.45 km of the Hickson spur in Woodstock, Ontario. This spur was connected to the Dundas subdivision at Mile 49.88. The spur was one of the last remnants of the Port Dover and Lake Huron Railway Company's line from Port Dover to Stratford. The 65 km south of Woodstock was opened on October 7, 1875, and the 35 km to Stratford opened on January 1, 1876. Parts of this railway only lasted 17 years, when Grand Trunk combined the PD&LH with the Buffalo & Lake Huron between Tavistock Jct. and Stratford. The CNR's December 1925 timetable shows two trains in each direction (Trains 157-158-159-160) between Port Dover and Tavistock Jct., six days a week. The Otterville subdivision, as the PD&LH was known in the early days of the CNR, was abandoned south of Woodstock to Burgessville on December 4, 1936, just over a year after the portion between Hickson and Tavistock Jct. was abandoned. There is still the remains of a bridge and a few rails north of the CPR Galt sub in the north end of Woodstock. (Just A. Ferronut) Last October, CN was removing part of the wye on the north side of the Dundas sub at Woodstock. (Pat Scrimgeour)

Abandoned: the Trenton spur

CN has advised the NTA that it would abandon 5.2 km of the Trenton spur, between Mile 32.75 (just north of Highway 401) and Mile 36.0 (the previous end of steel). This section was part of the Central Ontario Railway line from Picton to Wallace, and opened on August 28, 1884. In recent years, it has been operated as the Marmora subdivision, and before that as the Maynooth Sub.

A look at the CNR employee timetable Number 2, effective January 2, 1927, indicated the following traffic on this portion of the line: Passenger trains 61 and 62 operated Monday and Friday from Trenton (the junction with the Deseronto sub, the former Canadian Northern Ontario) to Maynooth, 164 km to the north. On Tuesday, Thursday, and Saturday, two second class mixed trains ran each way. Trains 263 and 264 travelled the same route as 61 and 62; Trains 265 and 266 travelled the Maynooth sub between Trenton and Ormsby Jct. where they travelled the 12 km over the Coe Hill subdivision to (where else?) Coe Hill. On Wednesdays, there was a second class mixed train

each way between Maynooth and Trenton. In the winter of 1927, the recently abandoned portion of track also had way freights 504 and 505 on Tuesday, Thursday, and Saturday, on their 49 km route between Trenton and Marmora. Way freights 506 and 507 ran between Trenton and Bancroft (138 km) on Monday, Tuesday, Friday, and Saturday. (Just A. Ferronut)

And...

The CN Orillia station is being closed, and may be turned over to the city as a transportation centre. The VIA Canadian and the northbound ONR Northlanders continue to stop there.

One problem with future steam excursions on the CNR is that there apparently now remain only three people qualified to work as firemen on the Great Lakes Region, and all of them have desk jobs.

A report prepared for the CTC addresses the problem of trespassing on the CN Kingston and Oakville subdivisions. Since 1981, 29 people have been killed by trains on the section of line between Oshawa and Hamilton. Six high-risk areas were in Scarborough: the Rouge Hill area, the Highland Creek bridge, the area across from a park opposite Chemical Court, Manse Road to Morningside Avenue, Markham Road to Eglinton Avenue, and Birchmount to Victoria Park. Other high-risk areas are in Toronto, between Main and Queen Streets and in Etobicoke and Mississauga between Brown's Line and Winston Churchill Boulevard. The report criticises the City of Scarborough for allowing the new residential subdivision east of Rouge Hill station, which is directly across the tracks from Lake Ontario. Suggestions were made to increase safety: education programmes, fences along paths parallel to the tracks, fences or walls at locations of frequent trespassing, and enforcement of trespassing and vandalism laws. (The Globe and Mail/PS)

CN has sued a motorist who drove into the side of a freight train in Roberval, Québec in May 1986, and thereby caused a six-car derailment. The man had neither a licence nor insurance, according to the suit.

THE TRAIN SPOTTERS

Recent observations by UCRS members

Hamilton-Burlington sightings

(Mike Lindsay, Doug Page)

March 26	CN #432	CN 5042-2314-4114-7312
March 29	Starlight	CP 4507-4572
March 30	Starlight	CP 5546-5527
April 2	Starlight	CP 3076-5406
April 2	CN #393	CN 2338-B&LE 843-CN 2335-2305
April 5	Starlight	CP 5558-GATX 5072
April 7	Second Oakville	CP 8153-8156
April 8	Extra Ham	CP 5558-GATX 5072
April 9	CN #392	9593-5047-9446-5294-2002-2031
April 10	VIA #75	VIA 6569-6628-6779
April 10	Starlight	CP 3076-3059-3132
April 19	Starlight	CP 5551-GATX 5072
April 20	Starlight	CP 5505-5531
April 22	Starlight	CP 4502-CR 3682

On the CN...

On April 29th, in the morning, a northbound freight was seen in the siding at Rosedale on the Bala subdivision, waiting for the Northland to pass. Ahead of the transfer caboose were VIA

RDC-1 6109, and ex-CP VIA cars 121 and "Cabot Manor." The train was, however, split in two and left in the siding all day. In the afternoon, CN GP40-2 9638 and C630M 2026 (different engines than in the morning) were sitting south of the caboose, then were moved north on the main line. By the next day, this mysterious train had vanished. (Reported by John Carter, Rob Scrimgeour, Ken Andrews, and Rick Eastman, so far.)

At Exhibition GO station, at 03:30 in the morning of April 30th, an eastbound train of about 90 empty auto racks was stopped. The power was CN GP40-2 9511, F7A 9177, F7A 9166, and GP40-2 9528. (Ken Andrews, Sport)

On April 30th, CN business car "Tawaw" (15165) was on the lead to the Don Carload Centre in Toronto.
 ■ CN Engineering Test train, tied up at the Don Carload Centre on May 3rd: GP40 9308, van 79919, and test cars 15005 and 15006. (Rob Scrimgeour)

...and on the CP

Conrail GP35 3682, reported by several parties as in Erie Lackawanna colours, was in beautiful downtown St-Luc diesel shop on April 15th; I saw it with my own naked eyeballs and it is painted Conrail blue, in very good shape. (Bruce Chapman)
 ■ A westbound CP freight through Leaside on May 2nd, bound for Sudbury, had in its consist VIA RDC-2 6211. (Rex Rundle)

Holland Landing (Dave Stalford)

April 2 VIA #10 VIA 6402-6313-Steam Gen.-7C
 March 30 Speno rail grinding train
 April 3 VIA #9 VIA 6402-6624

Toronto CP employee shuttle

CP Rail, while the shopcraft workers are on strike, is running a shuttle in Toronto so that employees (especially operating crews) do not have to cross a picket line. Normally, crews board the shuttle at Lambton yard and are carried to Toronto yard. In addition, run-through trains change their crews at Lambton. The shuttle also, from time to time, carries non-operating employees, and stops at other points along the North Toronto subdivision. One other impact of the strike has been that sets of power stay together for days at a time. Presumably anything but the most routine of maintenance is being postponed. The strike comes at a time when CP is carrying more traffic through Toronto than we have seen in many years. One afternoon at Leaside station, we saw over a

dozen trains in four hours. Last year, we might have been lucky to see three.

For most of April, the shuttle ran with a switch engine (usually 1200- or 1500-series, but once GP35 5022 in new paint), pulling two to five vans. Early in the month, the shuttle was seen with GP9 1534, VIA coach 5573, and a caboose. Since the beginning of May, RDC-1 number 90, an MofW crew transporter, has been used. (RDC-2 91 is also in Toronto, at the van shop.) The shuttle is also moving towards a reliable schedule, at least with a trip arriving at the yard at 08:30, and one leaving after 16:30. If enough employees want to use the shuttle even after the strike is over, could we see the return of the "Employee Budds" from the early 1970s? (Don McCartney, Gord Webster, Pat Scrimgeour)

Visiting passenger cars

Southern heavyweight passenger cars numbers 1081 and 1086 arrived at Toronto yard on April 23rd on train 916. The cars were picked up from the Norfolk and Western in Tillsonburg. They left the next day on Second 500, bound for Maine. At Mattawamkeag, the cars were to travel over the Maine Central to Belfast, then to the Belfast and Moosehead Lake. Actually, the CP computer showed the cars as coming from NORWESRA and going to BELMOOLA. (Mike Lindsay, Bruce Acheson, Gord Webster)

Two of the 20 Can-Car double-deck cars for Florida passed through southern Ontario at the end of April. With reporting marks of UTDX, cars 1003 and 1004 arrived at MacMillan yard from Thunder Bay on train 336, at 10:30 on April 25, and left for Windsor on train 425 at 11:00 the next morning. From Windsor, the cars travelled over Norfolk Southern and CSX to Florida. The cars were purchased from UTDC by the Florida department of transportation for the Tri-County Commuter Rail Organisation, running a new service 100 km from West Palm Beach to a connection with the Miami Metrorail. The two are identical to the GO Transit cars, right down to the green-and-white paint scheme. The only differences are the inclusion of a wheelchair tiedown, and the TCRO logo of three arrows on the side. (Our intrepid investigative reporter, Gord Webster, wins this month's award for tenacity in railfanning.)

A correction

The five-digit engine number in Doug Page's sightings last month should have been 9497.

ROLLING STOCK AND OCS EQUIPMENT

by Don McQueen

Freight cars carry their own histories. A stationary car, some locations to check on the car, and some freight car shorthand tell volumes. All of the car backgrounds in the following log came from the cars themselves, with no help from a "guide," other than some cross-checking for general dimensions in the Official Equipment Register (ER).

The origins of BCH 814 were found underneath, painted on the frame, whereas BOOL 5152, the CNAs, the CPAAs, and WLO 503149 had stamps below the road number on the frame. The real fun is getting just the right angle of light to catch the outline

of the old heralds, letters, or numbers under the new paint, as I had to do for the Susie-Q (NYSW), the Northern Oklahoma (NOKL), the ONR, and the Québec Central.

I keep an eye out for such exotics as the BMS (Berlin Mills), the MPA (Ma and Pa--Maryland and Pennsylvania), the NSL (Norwood and St. Lawrence), and the WCTR (White City Terminal) because similar series of cars from these roads have been sold to CPAA or QC.

The oldest cars in this log are the OCS gon CN 53489, the DTI, and the ex-Wabash NW 350197.

An old ER helped trace this last one down, along with the original WAB stamp on the car frame. In this case only the road number was stamped; the

reporting mark wasn't. And I never thought I'd see a Chicago Great Western car in Canada in the late 1980s, even in scruffy grey.

Freight Car Log

RM	Rd No	Capy	IL	AAR	Bldr	Date	Notes	Colour
BCH	814	129	52-5	LU	EV-SP	5-77	xMILW 150404	Blue
BCOL	5152	162	50-6	XM	NSC	8-71	xPGE 5152	Seton Lake Green
BMS	272	158	50-6	XM	PCF	8-79	L: BRAE	Turquoise
CN	163079	120	48-6	GB	?	4-31	As CN 53489 (OCS)	Red
CNA	794585	121	50-6	XL	?	3-57	xGTW 596380	Blue
CNA	799091	185	60-9	XP	ACF	8-68	xGTW 306255 VT 9-81	Blue
CNA	799092	185	60-9	XP	ACF	8-68	xGTW 306240 VT 9-81	Blue
CNA	799200	175	60-9	XP	ACF	8-68	xGTW 306649	Blue
CPAA	86014	158	50-7	XP	NSC	7-69	xMDW 7022 Rblt 9-86	Green
CPAA	209155	158	50-6	XP	BFF	2-79	xCAGY 22274 (Stamped C&G)	Black
CP	389244	203	48-11	LO	HS-T	9-79	New, Leased: CGTX	Grey
CGW	725	154	29-3	LO	?	12-55		CGW Grey
CGW	731	154	29-3	LO	?	6-56		CNW Yellow
DTI	25515	130	60-8	XAP	PS-BE	2-65	Lot 8981	Jade Green
GTW	309612	154	50-6	XM	NSC	9-79	New	Blue
ITC	8180	154	50-6	XM	PS-BE	9-79	Lot 1043A	Yellow
MPA	37641	154	50-6	XP	EM-YK	5-79	New	Blue-Black
NYSW	22028	154	51-1	XP	?	5-55	xY&S 2028 Rblt 11-79	Red
NW	350197	176	60-9	XP	TC-CH	2-64	xWAB 50197	Red
NOKL	11050	134	50-0	LU	EV-BI	7-78	xLOAM 11050	Orange
NSL	55603	154	50-6	XM	GTYe	9-76	xPICK 55603	Light Blue
ONTA	150704	154	50-6	XP	BFF	6-79	xNSL 150704	Light Blue
QC	77023	194	50-6	XP	FMC	11-79	xNOPB 4123	Pale Orange
SLC	1036	154	50-6	XP	FMC	10-79	New	Red
SOO	1036	154	50-6	XM	SOO	6-79	New at Fond du Lac shops	White
TARX	470	200	45-4	LO	PS-BU	9-72	L: Sandersville RR	White
WLO	503149	154	50-6	XM	GTYe	8-75	x ? 503149	NRUC Blue
WCTR	101649	154	50-6	XP	PS-BE	6-77	Lot 9942A	Brown

CN has purchased a group of U.S.-built 50-6 boxes. This group, in the 549000-549141 series are from Pickens, and were built by Golden Tye in 1976-77. The Pickens/NSL blue has been repainted a mud or caramel brown by CSTX in 12-87, without the CN logo. They appear to have reconditioned (or new) 10-foot doors.

The CN gondola convention in London in the winter gave the equipment fan a look at some interesting history. One group, on the north side of the main between London East and Highbury, represented CN's first all-steel gons, built between 1931 and 1954. Some have been renumbered several times, and some have even been assigned to ore concentrate service at Pine Point, N.W.T. The other group are 155000-series mill gons, in town not for scrap but for modifications at the Rectory Street RIP track.

Freight equipment built in 1987 anywhere on this continent is fairly rare, but two sample cars have been spotted. One was a white, yellow-lettered AMAI20 (American Maize Co.) 5000 cu.ft. cylindrical hopper (ACFX 51530) built by ACF's Milton, Pennsylvania plant in 6-87. The other was a Québec and Ontario Paper Co. light green and white 70000 capy woodchip gon (QOPX 130), built by NSC 11-87.

ACR has recently sold some (?) of its ore hoppers in the 8300 series (209000 30-2 HT 2100 cu.ft. blt NSC 3-74) to CSXT 351100-series. The dark-green hoppers passed through London during January and February. NSC built these cars to Ortner Freight Car designs.

Headings

Capy = 1000s of pounds
IL = Inside Length
AAR = Car type...
FB - Flat, bulkhead
FC - Flat, COFC/TOFC
FD - Flat, depressed
FM - Flat, gen. service
GB - Gondola
HK - Hopper, ballast
HT - Hopper, triple
LO - Sq. covered hopper
LO - Cylindrical hopper
LU - All-door box
RP - Reefer, mechanical
SM - Stock
TA - Tank
XL, XP - Box, sp. eqpt.
XM - Box, gen. service
XLIH - Box, htd./insltd.

Builders

ACF - American Car Fdry.
BFF - Berwick Fge & Fab
EM - Emmons, York, Pa.
EV - Evans (USLX)
FMC - Food Machinery Co.
GTYe - Golden Tye (NRUC)
HS-T - Hawker Siddeley
NSC - National Steel Car
PCF - Pacific Car & Fdry
PS - Pullman Standard
TC - Thrall Car Co.

Lots of re-initialised Soo cars stencilled "WC" have been showing up through London. Wisconsin Central, a Soo spinoff shortline, is operating Soo's former lines in Wisconsin and Illinois. WC cars are still in Soo paint.

About 25 Inland Steel hoppers were seen eastbound on CN train 414 on March 6th. A block of 30+ cars returned west, loaded, on #393 on March 20th. The coal cars have INLX reporting marks, with a large "Inland Steel" logo on some.

Just about all varieties of Trailer Train intermodal flats have been through London lately on the CP 500-series trains: 5-pack articulated cars, the single-axle one-deck European-style types, and various 86- to 89-foot flats. Does anyone have details on what the suspended tubes attached to the coupler pin are? I suspect it is a car code transponder, but lack specifics. An increasing number of cars have these on both ends.

Other sightings

Spotted in a freight train at Holland Landing: a 40-foot flat car with reporting marks GMD 000004. This car is normally used inside the plant at General Motors in London. It is very unusual to see it elsewhere. (Dave Stalford, Don McQueen)

Sitting at Leaside, through the week of May 1st: CP flatcar 421601, built in August, 1929. And passing through all week, the other extreme, brand new (built 5-88) red CP centre-sill lumber flatcars from MIL, 74-5 feet between the bulkheads. (Pat Scrimgeour)





UCRS and other events and activities

Edited by Ed Campbell

At the April meeting, John Freyseng presented slides from southern Ontario in the mid-1960s: pool trains, the Royal York, new C424s and GP40s, CP engines without multimarks, CN C-liners, and much more. Our thanks to John, and to his projectionist, Jim Brown.

Friday, May 20 -- UCRS Toronto meeting, 6th floor auditorium of the Toronto Board of Education, at the corner of College and McCaul Streets, just west of the Queen's Park subway station. The meeting begins at 7:45 p.m. This month's speaker will be William Gelling, VIA Rail vice-president of equipment maintenance.

Friday, May 27 -- UCRS Hamilton meeting at 8 p.m. at the Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses stop nearby, on Main. As always, members will present recent and historic slides.

Sunday, June 5 -- Pittsburgh, Shawmut and Northern annual flea market, Angelica, New York, 9 a.m. to 4 p.m. Railway flea market, HO layout, restored PS&N coach, and a live steam engine and boiler display.

Wednesday, June 8 -- Forest City Railway Society meeting, Fred Landon Library, 167 Wortley Road, London, 7:30 p.m.

Thursday, June 9 -- CRHA Toronto and York division meeting, 6th floor, Education Centre, College and McCaul Streets, Toronto, 8 p.m.

Monday, June 13 -- Toronto Transportation Society monthly meeting at Pape Community Centre, Gerrard

at Pape, 7:45. This month, the special alternative transportation and non-vehicle night.

Friday, June 17 -- UCRS Toronto meeting, at the Toronto Board of Education, College and McCaul, 7:45 p.m.

Friday, June 24 -- UCRS Hamilton chapter meeting, Spectator auditorium, 8 p.m.

Friday, July 1 to Sunday, July 3 -- UCRS weekend bus trip to Harrisburg, Strasburg, and Gettysburg, Pennsylvania. There will be something for all: steam, electric, and diesel trains. Our bus leaves Toronto Union Station on Friday morning, and arrives back on Sunday evening. Visits will be made to Conrail's Enola yard, the Strasburg and Gettysburg Railways, the Amtrak electric line, and a number of museums. The fare of \$150 includes all transportation, accommodation, and admission to the steam railways. Make your reservations now; space is limited to only 40 passengers. Call Rick Eastman at 494-3412 or Dave Smith at 694-2511. Tickets will be available at the regular UCRS monthly meetings, or order by mail from UCRS, P.O. Box 505, Holland Landing, Ontario L0G 1H0.

(The Gettysburg Railway no longer uses a CNR Mikado. This error was brought to you courtesy of your typist, Pat Scrimgeour. They have, however, recently acquired a former CPR engine.)

The TTS trip scheduled for May 14 has unfortunately been postponed; the equipment was not available from the TTC. The trip will be rescheduled during this summer.

VIDEOFILE

CONTINENTAL DIVIDE "A Winter's Journey" by Wild Rose Productions, 3531 7 Ave. SW, Calgary, Alta. T3C 0C9 (403) 246-8340. 60 mins. BETA or VHS; \$59.95 Cdn. direct, or through your hobby shop.

Reviewed by M.F. Jones

This is a very recent video, a real beauty, shot along the CP Rail mainline between Banff, Alberta and Field, B.C. (Miles 81.9 to 136.6 of the Laggan Sub., in the Rockies). To properly situate the Continental Divide, called the Great Divide in the U.S., it sits in Canada where Alberta becomes British Columbia. The focus of our story is set by the Trans-Canada Highway. The CP main line runs about 500 ft. south of the highway, and a cairn at Mile 121.1 marks the spot where the melt from nearby glaciers flows either west to the Pacific or north to Hudson's Bay and the Atlantic. Just up the CP line, at Mile 122.1, is Stephen, an important siding straddling the Divide; the east end is in Alberta. This area, also called the Kicking Horse Pass, marks the highest point for trains in the Canadian Rockies at 5332 ft., reached after a long climb from Calgary which is at approximately 3400 ft. above sea level. Banff is passed at Mile 81.9 and Lake Louise at Mile 116.6; the latter at approximately 5000 ASL. The grade from Calgary to Lake Louise is approximately 1%, but from Lake Louise to Stephen it used to be 1.8% until a recent grade revision. Now only eastbound freights and VIA trains use the old grade. In the Kicking Horse Pass, Hector, at Mile 125.0, is the next important point; it marks the start of the downgrade to Field (Mile 136.6). In the old days, it used to be straight down, but now the world famous Spiral Tunnels ease the descent. There are two tunnels: the No. 1 (Upper) is at Mile 128.8, while No. 2 (Lower) is at Mile 131.1. "As the crow flies", the portals are only about 1/4 mile apart in horizontal separation and about 150-200 ft. in vertical separation. In early summer, I'll have an itinerant railfan article for the NEWSLETTER so that you can hike around there if you're out that way. It isn't as physically demanding as it seems.

CONTINENTAL DIVIDE "A Winter's Journey" is not about such technicalities. The producers really want us to take a winter trip through the Divide, to see how bleak and cold it can be in that season. It's all excellently done with good commentary, peppy music and tight editing.

Unlike many trendy rail videos which start out at 100% trains, CONTINENTAL DIVIDE begins by panning the surrounding mountains, bathed in snow and ice. It's all very bleak, and the first sound you hear is a howling wind. After a spell, the music comes on, an organ piece in lower

octave, as more mountains are shown. Out of this dismal environment, VIA 6307 suddenly appears, leading No. 2, THE CANADIAN on a 'S' curve near Lake Louise. It might be of some note that, throughout the tape, the producers' choice has been limited to No. 2; the time frame involved has not allowed much, if any of No. 1 due to the fact that it shows up after dark at the Divide. The head end power has also been either an FP9 or F40PH-2; the camera crew could never be sure, due to VIA's decision to upgrade its power without warning.

Those viewers who expect nicely lit front 3/4 views will probably be disappointed, as there is almost everything else but. Often the train is shot as it approaches majestically around a curve; there is some footage at speed as the camera chases the train; it's not gyro stabilized, but the footage is rock steady. Wisely, we also take trips in the dome, the baggage car and, most notably, inside the cab from the Spirals to Banff. True to their railfan interests, the producers have chosen to let natural sounds pervade; nobody speaks during the run; there is no music, no commentary. Instead, we are treated to radio patter and are privileged to hear the sound of brakes being applied, while we are looking over the engineer's shoulder as he performs his actuations. Likewise, as the horn is sounded, we see him press the button. It's all sound on camera, nothing faked there! A true labour of love by railfans for railfans, the kind of video one likes to make for oneself except, this time, the crew was going commercial with it.

The tape has something for everyone; I personally go for the rail angles. Horn actuations are slow, long and deliberate, as is the choice of ditch lights, sometimes turned off on purpose at the proper moment. For the less knowledgeable, the F40 is explained inside and out by way of a brief commentary; there is also passing reference to the FP units and the SD40-2. It is done by a Calgary news freelancer; also, the music was composed specifically for this production. There are basically just two tunes: one is a nice peppy steel guitar and flute; it fits nicely as the train rolls along through the countryside.

Transfer is flawless and was done on broadcast equipment using the highest quality stock. It probably explains a bit of the slightly higher price (worth every penny, I must add). Recently, I put the tape through a reasonable VCR on a 28 inch screen; the result was still exceptionally sharp, due to the fact that the original was shot on videotape to start with and nothing was lost electronically. The quality is still at a very high level for the only segment that is not original: an insert of a 1955 CPR publicity film on THE CANADIAN. It's all there, staccato music and the announcer's booming voice, reminiscent of the old newsreels. A bit quaint, really, but we get to see the original livery of the CPR flagship, as it snakes west from a very undeveloped Montreal to a likewise Vancouver setting, to say nothing of the old maroon paint scheme and inside opulence. Dresswise, we can ogle the Conductor's uniform and some of the styles mom and dad used to wear. Professionally done in a broadcast studio telecine machine, the film, though the colour is faded a bit and it has a hiccup or two due to splicing, is just as sharp as if we had borrowed it from the film library for the gang.

Quite by chance, I met Bob Pfister, CONTINENTAL DIVIDE's producer, while attending a rail hobby show in Calgary last November. Bob and I talked about this production and he enlightened me on the equipment as well as the trials and tribulations which they had with it. First of all, the camera was a 28 lb. BETACAM (broadcast) unit, which they sometimes had to lug through the snow. It was equipped with a Fuji 14X zoom lens. Then, there is the fairly big tripod necessary to support this camera; on occasion, pockets had to be carved in the ice for the legs. The batteries froze at times. To top it all, the scanner packed up just when the crew most needed it, and was out of the shop only towards the end of the production. We mentioned briefly before how VIA changed the head end power without warning: the production was supposed to be scripted for the FP9. For those interested, I noted the production dates: Nov. 1, 1986 to March 1987, and post-production, March 1987 to mid-July: very recent indeed!

So far, I've told you that CONTINENTAL DIVIDE is a gem. Nitpicking just an iota, I found the tape a bit on the longish side and would have much preferred to see a bit of footage removed. The producers, however, have chosen to give us an hour's worth of entertainment for the price; and entertaining it is. As a matter of fact, it's an excellent tape for a mid-July heatwave. Seriously though, CD is a very definitive work on the subject by a local crew who knows the area thoroughly; it shows to the trained eye. Crisply edited, featuring original music and just the right amount of unobtrusive dialogue as well as flawless transfer, the production is a definite plus for any rail video library.

Upper Canada Railway Society
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