



Newsletter

ELORA SUB TRACK LIFTER (CCP)
INCORPORATED 1952

RUSTY RAILFANS 5 (BLUE WATER)

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PALMERSTON VIEWS



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



One of GO Transit's new F50PH units poses on the test track of its builder, General Motors Diesel, London, Ont. Sixteen locomotives, numbered 520-535, have been ordered to replace the eight GP40TCs from 1966, and for the new Whitby line. Features include a comfort cab, modified paint scheme (green and white), quieter idling, an 83 MPH top speed and a 3000 hp tractive effort. Another six units will also be ordered.

--GO Transit photo



This strange-looking contraption is the TTC's new subway rail grinding train. It consists of unpowered grinding trucks RT31-32, built by Ecolaire Canada (there are two other similar trucks, RT30, RT33) and power and control units RT34-35, formerly passenger cars 5102-03. These aluminum-body cars were built by the Gloucester Railway Carriage & Wagon Co. in 1954.

--TTC photo by Ted Wickson



The CNR (ex-Grand Trunk) station and yard in Wingham, Ont., visited by the Rusty Railfans during the summer of 1988. This view looks west toward the town's main street. The platform was on the right hand side of the building. Although the structure seems in rather poor shape, it is to be hoped that it will be preserved by the town or some other body.

--John D. Thompson



YONGE SUBWAY BEEFUP

Yonge-University-Spadina Subway Improved Headway Study

The TTC has commissioned a study under the above title to examine short and longer term measures to increase the performance, i.e., the passenger carrying capacity, of the Yonge-University-Spadina Subway. The study was conducted by consultants Gibbs and Hill Inc. and Transmode Consultants Inc., as well as TTC staff. When presented to the Commission at its September 6 meeting, it was decided that the study, and the extended program which will presumably flow therefrom, should have its title expanded to "Yonge-University-Spadina Increased Capacity and Improved Headway Project", quite a mouthful indeed to head up the many internal reports that will in the future be written on the matter. The essential strategy is to replace the Relief Line proposal in the Network 2011 rapid transit plan (a line which would have extended from Pape or Donlands Station on the Bloor-Danforth line southerly and westerly to downtown) with an incremental program for capacity increase on the Yonge line.

The 1983 Downtown Rapid Transit Study had concluded that delays in boarding and off boarding at the Bloor/Yonge Station preclude the opportunity for more frequent train service on the Y-U-S line. It identified the desirability for future transfer stations between subway lines to be designed with separate boarding and off boarding platforms. However, the B-Y Station was concluded to be constrained against such improvements by the structure, foundations and basements of both the station itself and surrounding buildings. Thus the \$654 million (1988 dollars) Relief Line was recommended and incorporated in Network 2011. The cost estimates now advanced for incremental capacity enhancement of the Y-U-S line as put forward in the study come in at about two thirds of the estimated cost of the Pape-Union section of the Relief Line. The Y-U-S improvements would be undertaken in three phases, the elements of which would be as listed in the following.

Phase 1

- Headway decrease from 2'10" (present) to 2'02", with 2400 passengers per hour per direction (PPHPD) increase.
- Minor modifications to signal system and operating procedures.
- Relocate Intermediate Point Headway Control locations away from Bloor and Union Stations.
- Provide additional train crew at Finch Station.
- Retain short turn operation at St. Clair West Station (until Phase 3).
- Add 20 new cars (three trains plus two spares).
- Implement passenger information program at B-Y Station.
- Implementation time 15 months, \$1 million capital cost (exclusive of cars).

Phase 2

- Headway decrease from 2'02" to 1'52", with 2400 PPHPD increase.
- Selective signal system modifications.
- Modify Finch Station tail track or construct a new station beyond Finch (presumably at Steeles).
- Add 40 new cars (six trains plus four spares).
- Install centre platform on Yonge line at B-Y Station.
- Provide Intermediate Point Headway Control at Yorkdale and North York Centre Stations (north-bound only in each case).
- Provide additional train crew at Finch Station.
- Expand Wilson Carhouse Yard.
- Implementation time four years, \$163 million cost (exclusive of cars).

Phase 3

- Headway decrease from 1'52" to 1'30", with 9600 PPHPD increase.
- Modify Wilson Station tail track or construct new station beyond Wilson (presumably at Sheppard West).
- Replace signal system with new system providing Automatic Train Control (computer based).
- Construct new car storage yard.
- Provide additional traction power.
- Add 196 new cars (29 trains plus 22 spares).
- Retrofit 362 existing cars, plus work cars, to operate under ATC.
- Operate all trains to Wilson (or alternate trains to Sheppard).
- Provide two additional crews at terminal stations.
- Implementation time eight years, \$197,600,000 cost (exclusive of cars and new yard); new car equipment in Phase 3 would be purchased incrementally as required by demands of traffic.

Other Notes

- Dwell time for Yonge trains at B-Y Station would be reduced from the present 60 seconds to 30 seconds by Phase 2 (not further reduced in Phase 3).
- Terminal stations can dispatch trains at a 1'30" headway by the use of two "pocket tracks" beyond the platform, as in the following diagram:

P.5





Upper Canada Railway Society

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Toronto Marking Time?

A new fan publication in the rail transit field, *The New Electric Railway Journal*, purports in its first issue to rate the various North American electric transit operations. What factors are used, with what weighting, is not really made clear, but it must be assumed that present management attitudes toward rail operation, particularly LRT, play a large part in the ratings given. In any case, Calgary Transit receives an A grade, together with the comment that it is "the best in Canada." Calgary's commitment to, and performance in terms of developing, an effective LRT network has to be assumed to be the essential reason for New ERJ's benevolent assessment of the western system. Edmonton suffers a lower grading, ostensibly because of its poor LRT construction record in recent years by comparison with its Alberta rival.

The TTC merits only a B rating, together with an assessment as "still good, but resting on its laurels". Again, there is no elaboration of the comment, but one could conjecture, in view of the presumed biases of the New ERJ editorial staff, that the following considerations may have led to the awarding of a score rather less than what the TTC is used to receiving in North American

system comparisons:

- Failure to embrace a real LRT system program,
- The degree of protraction of the Spadina street car (latterly LRT) line debate and reluctance to stand up to citizen activism,
- Adoption of a third, non-compatible rail technology, even in terms of track gauge and structural loading gauge,
- Falling behind Montréal (now with a census Metropolitan Area having less population than Toronto) in the matter of miles of HRT (subway), both operational and planned,
- A Network 2011 program that lacks comprehensiveness by comparison with the likes of Washington, Atlanta, Boston (and the plans of other centres).

Your Editor, recognizing the local circumstances which have governed, and continue to govern, the Toronto situation (the Provincial government is actually accountable for most of the above), is not presenting these items as his opinions, but rather surmising how the current Toronto rail transit picture probably strikes those further afield, and New ERJ in particular. Comments by Newsletter readers on the above described Calgary, Edmonton and Toronto ratings are invited.

Salem and Hillsborough Report

CP 29, CN 1009 and S&H 8208 have all been busy this past summer. S&H 7941, Devco Railway 42 and Devco 209 are all inactive at this time. Some of the new equipment added has been GT "Violet", CN Hart gondola, CN flanger 56471, CN Jordan spreader 51040, two CN boxes and a CN Vanderbilt tender. Most equipment is in S&H colours of red and white. A push-pull operation was carried out this past summer, which went over well, with 29 and 8208 on each end of the regular tourist runs in mid-August. During this time 1009 was getting some much needed repair. Many tools were donated from the CN back shop at Moncton before it closed in early October. These included special

wrenches, lathes and a milling machine. The S&H has acquired a great deal of equipment over its past five years of operation, with few volunteers to help in restoration. The S&H will run in 1989.

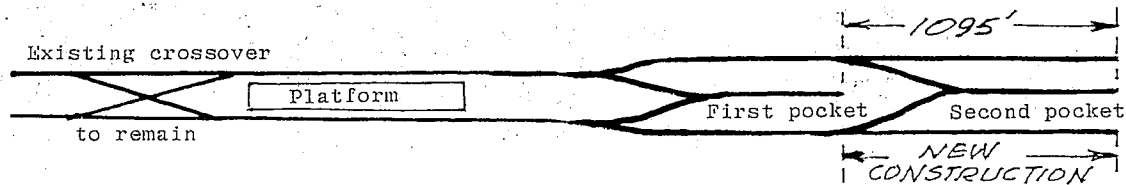
On September 4 the S&H had a railfan day with doubleheaded steam; a good performance by 29 and 1009.

As of mid-September the 3.8 miles on the Salisbury end of the CN Albert subdivision had been sold to the N.B. Electric Power Commission. CN is now replacing 1500 ties to bring this section of track up to a better standard. The S&H will undertake any work which is required by N.B. Power on its end of the Albert sub.

— Wendell Lemon

Cover: CNR Pacific 5600 has just brought Train 174 into Palmerston, Ont. from Owen Sound. in this view captured in the afternoon of Aug. 2, 1958. This view looks north along the station platform from the pedestrian footbridge, a popular vantage spot for photographers. Note the new automobile boxcars. A mate to 5600, the 5588, is preserved at the downtown riverside park in Windsor, Ont.

---Paterson-George collection



The alternative strategy is extension of the Y-U-S line by one station at each end, reversing alternate trains at Finch and Wilson.

--The centre platform at B-Y (Phase 2) would permit door opening on both sides of trains for loading on one side and off boarding on the other simultaneously. Provision must be made immediately to protect this option because of imminent building construction above. The centre platform would involve the narrowing of both side platforms and the realignment of both tracks; the subway structure will need to be widened both north and south of the platform ends to accommodate the flared track configuration approaching the station.

--The B-Y centre platform would require closing of the Yonge line at this station and operation in two segments for a period of between four and six months.

--The study also recommends that provision be made and property protected to permit the addition of side platforms at B-Y Station on the Bloor-Danforth line, and that study be given to platform expansion at St. George Station and to passenger transfer routes at that location. It further recommends that examination be undertaken of wider subway car doors (on new equipment only, presumably).

At its aforementioned September 6 meeting the Commission formally received the consultants' study and decided to approve the \$14,100,000 expenditure for structural alterations at B-Y Station to protect the possibility of the Yonge line centre platform, and to request Metropolitan Council and Ministry of Transportation (Ontario) approval of such funding.



--The Harbour Castle Hotel has promised to pay 62 percent of the costs for the \$4 million underground passageway from the hotel to the Harbourfront LRT station at Queen's Quay and Bay Street. The TTC is negotiating with WaterPark Place (the office building at the north-west corner of the Bay-Queen's Quay intersection) for a passageway to that station.

Notes from Ottawa

By J.M. Harry Dodsworth

During the week ending October 21, three locomotives were removed from the displays at the National Museum of Science and Technology. A hole had to be knocked in the wall while CN crews moved them across the parking lot on temporary track. Engine CNR 5700 was shipped for display in St. Thomas, Ontario, GTR 713 went to the Canadian Railway Museum in Delson, Que., while Stelco 40 will be kept on the Science Museum grounds. It is a pity to see the collection of fine locomotives broken up because the Museum wants more space.

The CPR finally lifted the Ontario and Québec Railway track between Havelock and Tweed.

The track to Wakefield (former CP Maniwaki subdivision--Ed.) is very overgrown although the turntable is maintained as a park by the National Capital Commission. North of Wakefield, several kilometres of the right of way have been incorporated into the widened Highway 105.

VIA's fall National Timetable (new terminology) has some inconsistencies as usual. Train 43 leaves Ottawa at 12:00 (previously 13:20) and is described as making a convenient connection to Train 77 to Windsor; as this

involves a stopover of 1:55 in Toronto, I wonder what an inconvenient connection is? Perhaps a journey to Sarnia, as Train 685 leaves five minutes after Train 43 is due in Toronto but passengers are expected to wait 1:40 for Train 87, as VIA do not consider five minutes a reasonable connection. In Ottawa, Train 40 is due at 11:54 and will hold up Train 43 if more than six minutes late. (This happened twice in the first week of operation). (On November 4, Train 40 was an hour late and also delayed Train 1, apparently caused by a derailed ballast regulator near Richmond.) VIA have reinstated their half price refund if the train is more than 15 minutes late (30 in Western Ontario). Regular riders from Belleville regard this as being equivalent to half price travel!

VIA have announced a round trip excursion from Toronto to Ottawa for the Grey Cup on November 27. It is to be hoped that Canadian football fans are less unruly than British.

Although overnight Trains 48/49 have been eliminated from the fall timetable, they are still running on a temporary basis until the NTA decides if they may be discontinued without new hearings.

TO THE LANDS OF THE GENIUSES

Part 1

by JOHN A. FLECK

The "Lands" are Switzerland, West Germany, France, Italy, Belgium, Holland and Austria: the seven countries I visited during my recent intensive tour of the railway systems of Europe. The "Geniuses" are those who operate the nationalized railways on a scale far beyond anything one could ever hope to see on our side of the pond.

I feel it is important to review my preparations to help others to plan their trips to Europe. After many years of reading magazines, books, maps and Thomas Cook Continental (now European, as of February 1988) Timetables on European Railways, as well as hearing the stories and seeing the pictures of many of my friends who have been there, I decided late last summer (1987) that the time had finally come for me to go there and see all of these wonders for myself. From then on, I was busy doing intensive planning and research during all of my spare time. In addition to the Thomas Cook Timetable, I acquired the System Timetables (Kursbuches) of Switzerland, West Germany and Austria, and the schedules of the commuter trains running south-east from Paris to Evry, where I planned to stay in France.

Another excellent source of information was my collection of videotapes from Trans Europe Enterprises in New York City showing, for example, the famous Gotthard Line in Switzerland on one two-hour tape. My 1972 book "Swiss Travel Wonderland" by the late great British author Cecil J. Allen, and published by Ian Allan in England, describes in superb detail all of the railways, funiculars and cable car lines in Switzerland and it even has a chart telling you which side of the train to sit on for the best views on various scenic lines. The Orell Fussli series of books on Swiss Railways contains lots of pictures and descriptions in English from one end of each line to the other.

Another most helpful source of information was a series of 12 Newsletters entitled "Switzerland Trip Report" totalling 48 pages written by our fellow member Gordon Thompson of Buffalo about his trip there in the summer of 1983. I will be including information from his Newsletters throughout my articles. The Dollarwise Guide to Switzerland describes in detail the many reasonably priced hotels and even tells how many minutes' walk it is from many of them to the railway station. I picked out my three hotels in Switzerland from this book. Finally, the Baedeker's Guides to European countries and cities are invaluable. Their city maps show clearly all the railway and metro lines and stations.

From all of these sources, I began to put together an itinerary covering eight weeks during which I would be constantly on the go, with a new adventure on every day

of those weeks. In early January 1988 I went to Thomas Meadows Travel, a long established firm, and gave them my travel dates. I had decided that Zurich would be the best place to which to fly, and that Swissair would be the best airline. Then I set about getting a new passport, a multiple entry French visa (required since the terrorism in Paris in September, 1986), a waist cotton money belt with two zippered compartments, and a European electric plug adaptor. I also bought an Hitachi VHS-C Camcorder which can shoot one hour on a single tape! That equals 20 Super-8 movie films. On a trip such as this, a camcorder is the only way to go, and it has sound to boot. Fortunately, I did not need a transformer for the 240 Volt electricity in Europe as both my camcorder and shaver chargers switch automatically to the higher value when plugged in. I made sure that my adaptor had the new polarity slots on its North American end as one of my plugs has one prong wider than the other. How ludicrous it would have been if my adaptor fitted the European socket OK, but not my own domestic plug.

Having given my wife and myself an IBM-Compatible PC for Christmas, 1987, I printed a list of train reservations to hand in to Meadows, including 11 TGV's, 23 sleepers, 2 Trans Europe Express trains and 15 Eurocity trains! They sent my list to the French National Railways, who, very fortunately, had just opened an office here in Toronto at 55 University Avenue, which set about making my reservations as well as obtaining my 2-Month First Class Eurailpass.

I set the big day of departure as Monday, April 11, 1988, and the sad day of returning, also from Zurich, as Tuesday, June 7. I felt that the Spring would be the best time to go as the ski season would have just ended, and the summer season does not start until late June. Also, their version of Daylight Saving Time would already be in effect and the days would keep on getting longer during my visit.

On the previous Thursday, April 7, while rushing around Yonge and Dundas picking up VHS-C tapes, I slipped off the sidewalk and fractured a small bone in the middle of my right foot. The resulting light fibreglass leg cast slowed me down a bit, but, as you will see, it did not stop me from covering a lot of ground in Switzerland during my first nine days there prior to cast removal.

The day of departure finally came; my APEX fare on Swissair was less than \$800 return, including tax, which was barely twice my fare to London, England, almost 21 years earlier. With Swiss efficiency, we backed away soon after 1858; but with our Canadian inefficiency, we

were not allowed to take off until almost 1925. After our stop at Montreal Mirabel, we took off for the non-stop run to Zurich. Our movie was, appropriately enough, "Planes, Trains and Automobiles" although, fortunately, I would be having nothing to do on my trip with automobiles except for taxis.

To finish off the first part of my article, I will describe my experiences during the happy day of my arrival in Zurich on April 12, the first of 57 days of high adventure! We landed at 1032, 32 minutes late, due to headwinds and our late departure from Toronto. As soon as we touched down, some passengers applauded! Had I not been shooting with my camcorder, I would have done the same. My passport was examined and handed back to me with no questions asked and I headed downstairs to pick up my two large wheeled suitcases. Readily available was a baggage cart onto which I loaded everything, and then headed for the Zurich Flughafen Station.

The baggage cart was the first of countless differences I encountered and enjoyed on my trip. As most of us know, it is absolutely "verboten," at Toronto's Pearson International Airport, to take a baggage cart onto an escalator, and, heaven forbid, even onto an elevator! Such a severe and inhuman prohibition would never be tolerated by the Swiss, so they, in their great wisdom, acquired baggage carts from a German manufacturer that were *designed* to go onto escalators. They have a serrated underframe fitting that locks onto the escalator steps. Even with all of my stuff aboard, there was no danger of it breaking loose and flattening me while going up, or of creaming some poor individual ahead of it going down! I therefore easily went up one escalator and then down two to reach the mezzanine level of the airport railway station (sic) where I validated my priceless Eurailpass and checked my large bags through to Spiez, Switzerland, so I wouldn't have to worry about them during my one night stay in Zurich. Then it was down one more escalator to one of two island platforms, each serving two tracks. This station was built right under Zurich's Kloten Airport and opened in June, 1980. There are about 85 trains each way every day between here and Zurich's Main Station, called the Hauptbahnhof. My train was the 1124 Regionalzug (local) to Zurich Hbf. with one stop at Z. Oerlikon. Even with that stop, it covered the 10 km in 12 minutes. The train had the dark green coaches on which one may open the windows, so I shot videos all the way in. Near the Hbf. I saw two tracks descending into a tunnel and I knew that they will lead to the new S-Bahn (heavy rail commuter line, to open in June, 1990) under downtown Zurich.

I checked into the Simplon Hotel, just off the famous Bahnhofstrasse and only 1-1/2 blocks from the Hbf. In that station is a telephone and telegraph office operated by the Post Office from which I phoned my wife just by dialing 001 + area code and number in a glass booth, after which I paid a lady at a desk; no worry about exact change for a pay phone! Then I did what every traveller to Europe should do after sitting up all night and experiencing a six-hour time change: I went to bed.

Soon after 1700 I awoke, ready to go. Here I was with a two-month First Class Eurailpass in my possession and a tremendous railway terminal right around the corner handling more than 1,000 trains a day. Just for openers, between 0700 and 0759, 33 trains leave and 46 trains arrive there! At 0747, four trains are scheduled to arrive and four to leave! Also, I could watch out of my

room window the trams of Zurich (Lines 6, 7, 11 and 13) going up and down the Bahnhofstrasse—a pedestrian mall, and one of the most elegant and expensive shopping streets in the world. It runs south from the Hbf., and the Bahnhofplatz runs east and west along its south side. Under the latter is a shopping area called "Bahnhof Shopville" through which one may walk to and from the Hbf. and from which it is possible to walk up to the island platforms of Zurich's tram lines 3, 10 and 14 (reminiscent of the Yonge-Bloor subway station prior to February 26, 1966).

After taping some trams, I headed for the Hbf. to board the 1807 Intercity train to Z. Flughafen. This train was one of the hourly runs to St. Gallen, in north-east Switzerland, from the Geneva Airport Station via Geneva, Lausanne, Fribourg, and Bern. The usual consists of IC trains are an Re 4/4 II locomotive (Express passenger electric, four powered axles, a total of four axles, type II), and Mark IV air-conditioned coaches with a dining car. These coaches are very comfortable, smooth and quiet. The train is due into Z. Hbf. at 1757 and is allowed only 10 minutes for re-engining. The Hbf. has 16 stub end tracks, thus all of the many through trains have to be re-engined here. This is done with astonishing efficiency. An incoming train has barely stopped in the station before a man is uncoupling the incoming locomotive, and the replacement (outgoing) engine is coming in to hook onto the train. In Europe, screw couplings are used, and, needless to say, there are no steam lines to worry about.

After arriving at the airport at 1816, I explored its handsome and very colourful shopping areas where there are even small supermarkets. The departure board of the station showed 12 trains leaving in 50 minutes! I returned downtown on the 1705 train originating there and going on to Bern from the Hbf. Many trains leaving the airport go directly to most key points in Switzerland. Upon arriving at 1916, I watched and shot trains at the end of the platform for about half an hour. At Zurich Hbf., everything is wide open—there are no gates, no line-ups, and no-one to thoroughly examine your tickets! [I just recently learned that a barrier has been installed on the platform at the small VIA station in Windsor, Ontario, to ensure that the boarding of trains is rigidly controlled.] Back to Zurich (Thank Goodness!): the action there is virtually non-stop, and there were even Ae 3/6's (Express electric, three powered axles, six axles in total) and Ae 4/7's moving around! These locomotives were built back in the 1920's and '30's.

After nine Chicken McNuggets and another round trip to the airport, I returned at 2216 and awaited the ARLBERG EXPRESS in and out at 2228/2237 enroute from Innsbruck to Paris. There are benches along the platforms where one can sit and watch the trains go by. Unbelievable, isn't it? The crows would all take off and fly to Albuquerque before we would ever see benches along the platforms at Toronto's Union Station! I wanted to see the sleeping car I would be on 17 days later and, sure enough, it had opening windows. Then it was to bed, for a very early start the next day. One day down and 56 days to go!



Adventures of the Rusty Railfans - No. 5

Acutely aware that much abandoned track in Western Ontario is being removed or is scheduled for early removal, the Rusty Railfans headed west into this territory again in mid-summer, on a day of uncertain early morning weather. With stories having been told of rails already in the process of being lifted on CP's Fraxa-Teeswater line, the decision was to visit its two extremities, and also to look in at Wingham, where CN facilities would also be looked at.

A drive was made directly to Fraxa Junction, west of Orangeville, where a trip up a side road a short distance from Highway 9 revealed the still shiny rails of CP's Owen Sound line. Although the old Dept. of Highways road map which the Rusty Railfans were using shows Fraxa station as located to the east of the road crossing, a view to the west quickly showed that the junction lies in that direction. The accompanying map shows the layout as it was revealed that day.

The original Toronto, Grey and Bruce main line, which continued straight west from this point, was devoid of track, this having been lifted a matter of weeks previously. A road had already been graded along the right-of-way. The latter day main line curves sharply away to the north from the junction, enduring proof that the line to Owen Sound was in effect an afterthought, replacing the line to Mount Forest (as extended to Teeswater) as the expression of the Grey and Bruce's chief objective in terms of a destination. The north-west leg of the wye curiously remains, together with a remaining section of the lengthy siding which once paralleled the Owen Sound line, as a strangely convoluted siding. The Railfans tramped north on the continuous curve to the point where the second track ended, still marked by long switch ties, then returned by way of the north-easterly side of the wye, past the station site. Ties from the Teeswater line were piled along the south leg of the former wye.

Next stop was Wingham (CN), where the old double bay window station remains, although in predictably decrepit condition. No freight cars were in evidence near the station. Of particular interest, on the east side of the main track, were three lengths of rail of very small section, as detailed on the accompanying map of the CN Wingham track layout. Puzzling over the apparent conundrum of the persistence of such an anachronism (the Rusty Railfans had to oil up the dictionary to concoct that one--Ed.), the group trudged across the high bridge north of the station. Rain was now falling steadily, but the irrepressible R. Railfans look on the light side of everything: even rusty rails shine nicely when wet. The mapmaker's notebook became spattered and smudged, but he trusts that the Wingham map herewith does not depart too alarmingly from accuracy. Then, while on the walkway which the bridge carries on the west side of the track, the *raison d'être* for the ancient rails seen to the south became apparent to the Railfans--this is the type of rail used on the bridge for guard (restraining) rail purposes.

End of track on the main line was soon reached, on the south side of the first road crossing. A lumber yard across the road has taken over the old right-of-way here; the line formerly went on to Kincardine, on Lake Huron.

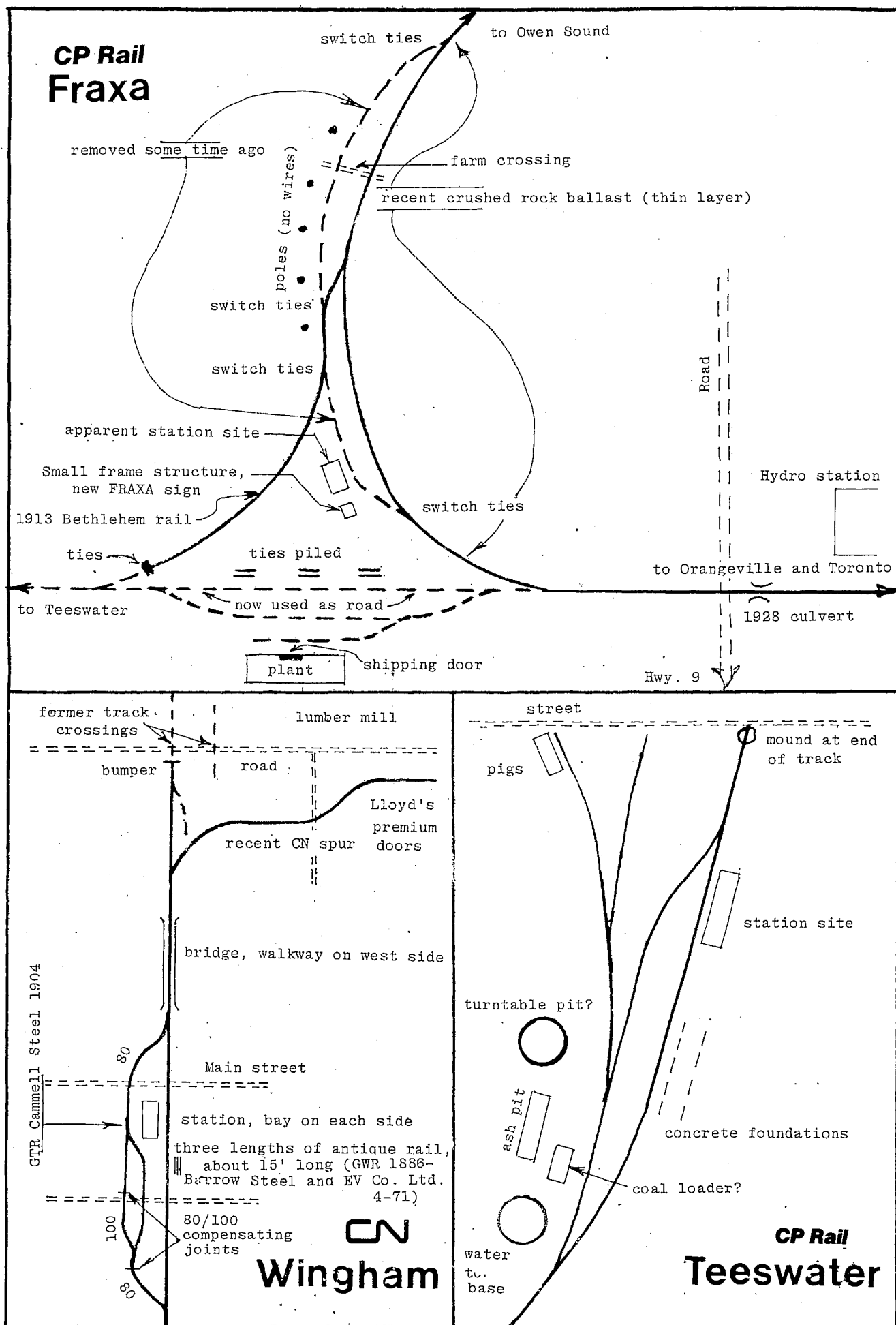
The item of unusual interest here, however, was the recently constructed spur line curving off to the plant of Lloyd's Premium Doors, which the Rusty Railfans followed to their gate. This spur was ordered by the Canadian Transport Commission to be provided as a condition of permitting CP Rail to cease service to the plant, at the end of a spur leading off that railway's Wingham Branch, itself in effect a spur off the Fraxa-Teeswater line. The new spur, curiously, does not come close to Lloyd's buildings, but ends on the far side (from those buildings) of a large parking lot. Three boxcars were spotted on the spur, two CN and one Railbox.

After going to downtown Wingham to indulge in their second hobby (eating), the Railfans went over to the CP side of Lloyd's. The rain had stopped, and hiking conditions were improved. The track has been removed within the plant property and its former location has already been obscured. The group trackwalked southerly on the remaining portion of the spur, and a resident mowing his lawn adjacent to a road crossing inquired of the "CP Rail officials" as to the future of the track. (The Rusty Railfans should have told him that it was being taken over by a tourist railway operator who intended to run Mallet compounds over it 15 times a day.)

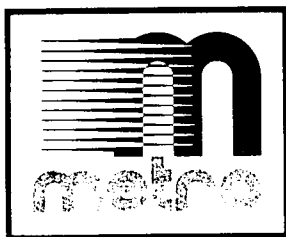
The Railfans then tramped the three sides of the wye. (As the reader may have by now gathered, no trip to a wye is official until all three sides are traversed and the position of the points in all switches is duly recorded.) The former CP Wingham station site was then visited, a short distance west of the wye, with track leading to the very brink of the high adjacent riverbank.

Lastly the fans looked in at CP Teeswater. Remains of the steam locomotive servicing facility are visible here, on the west side of the small yard. The location of the former trackage associated with these facilities could not be discerned. A depression in the ground, extending (now) into adjacent residential property and covered with manicured grass, shows where the turntable pit must have been. It seems fairly obvious that the tracks never crossed the street at the north end of the yard, but the Railfans would not be offended or terribly surprised if some historian comes forward to say "you bet they once crossed the street." The most westerly track ends alongside a brick building formerly used as a piggery. None of the porkers were there any longer, but their distinctive aroma certainly persisted. After a hike some distance down the main line beyond the yard, through a lengthy cut, our adventurers headed east for Listowel. Here they observed that the former CNR station still exists, in somewhat altered form, as a clubhouse for a service club. After photographing the structure and making note of the track layout here they continued east to Orangeville. A pleasant evening repast was enjoyed in a new restaurant.

The Railfans stopped off at the South Simcoe Rail property at Tottenham, hoping to attend the group's monthly meeting. However, the gathering had broken up early, although a couple of



members remained on hand. The RRs were invited to inspect one of the group's wooden cabooses, which was in quite good condition, and complete inside. Next, they adjourned with one of their new acquaintances to the local Dairy Queen establishment, where a pleasant time was spent discussing steam and steel. Finally, as the hour was becoming late, they boarded their automobile and returned to their homes in Toronto, well satisfied (as usual) with the day's outing.



NIAGARA FRONTIER TRANSPORTATION AUTHORITY



CONRAIL RIGHTS-OF-WAY PURCHASED
FOR FUTURE METRO RAIL EXPANSION

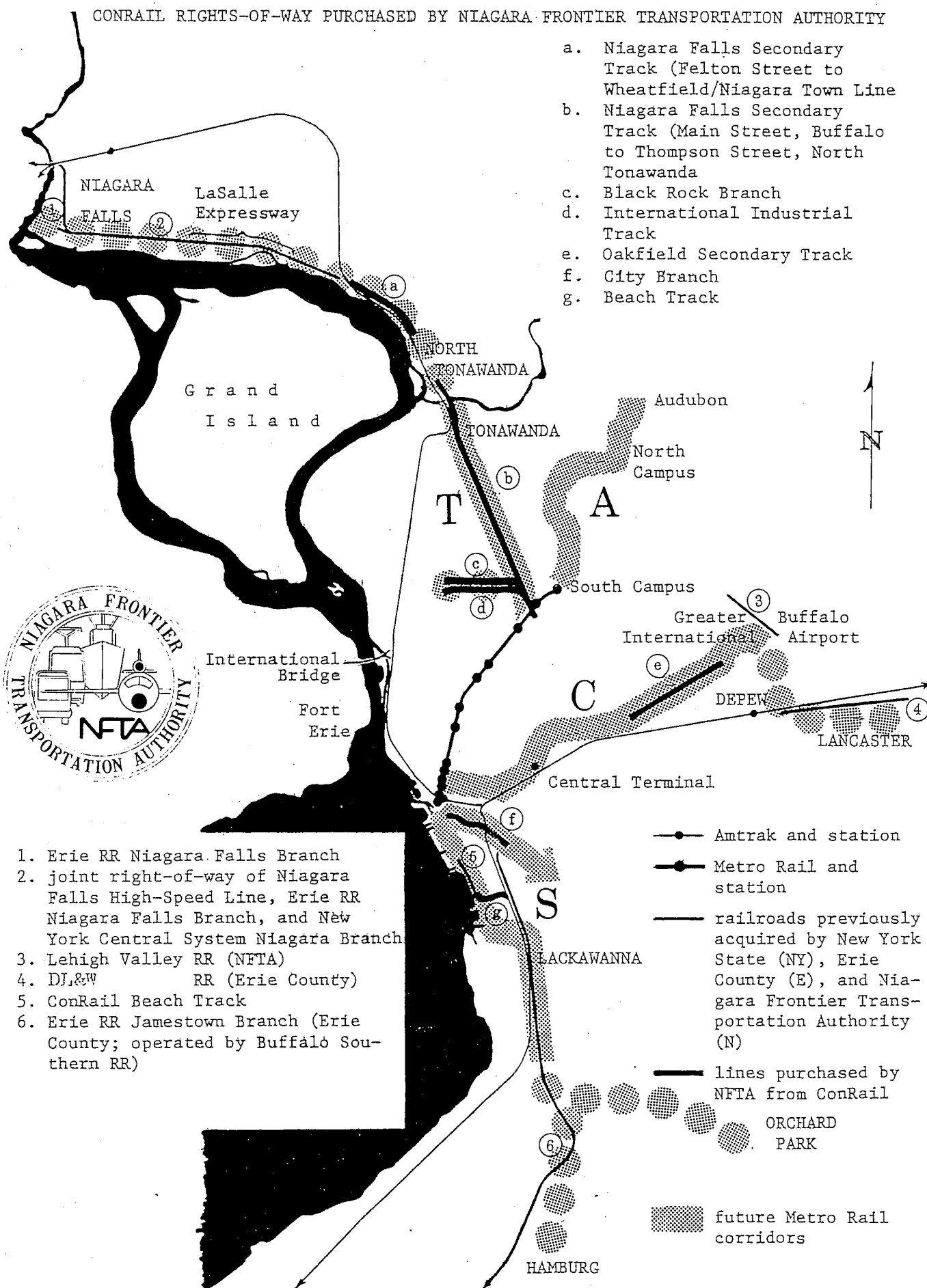


The NFTA took a significant step forward when in mid-May, 1988 it completed the purchase of 16½ miles of abandoned railroad line from Conrail in the Niagara Frontier Region (Erie and Niagara Counties, New York).

NFTA paid \$2.1 million for 16.5 miles of right-of-way at an average price of \$127,273 per mile. The main purpose of the purchase is to preserve alignments for potential future Metro Rail extensions. This purchase adds to mileage purchased earlier by NFTA of two short sections of former Lehigh Valley R.R. lines. Also earlier, Erie County purchased sections of the LV and Erie Railroad. The New York State Department of Transportation owns several parallel railroad rights-of-way from a point west of North Tonawanda to downtown Niagara Falls, and onward from downtown Niagara Falls to Suspension Bridge.

These lines are shown and identified on the accompanying map. CR trackage used by Amtrak trains is shown as thin lines. The existing Metro Rail line is shown by a line with dots to indicate stations. The earlier acquisitions are shown by medium-weight lines and are numbered as follows:

1. Erie Railroad Niagara Falls Branch, bought by the New York State Department of Public Works (now "Transportation") as part of a Niagara Falls crossing elimination program (in the early 1960s) from Suspension Bridge to downtown Niagara Falls. This program included building an all new railroad from the Niagara River near North Tonawanda, northward, passing the east end of NFTA's Niagara Falls International Airport to join the New York Central System's Lockport-Suspension Bridge line. Unfortunately, "grade crossing elimination" became railroad elimination because it took railroads out of the heart of Niagara Falls. All tracks and bridges were removed.
 2. In the late 1950s-early 1960s, the New York State DPW acquired several parallel railroad rights-of-way from downtown Niagara Falls to a point near the Niagara/Wheatfield town line as part of the Niagara Falls grade crossing elimination program, and to use for the planned LaSalle Expressway. Side-by-side (reckoning northward from the Niagara River) were the NYC (two or more tracks), the Erie (one track and sidings), the International Railway Company's Buffalo-Niagara Falls High-Speed line (two tracks with overhead catenary), and the Frontier Electric Ry. (planned for two electrified tracks). FERY was an unfinished joint venture of the Pennsylvania Railroad and the Delaware, Lackawanna and Western Railroad. Only a 2½ mile sample section of the LaSalle Expressway was built in the east end of the City of Niagara Falls.
 3. A section of LV's Niagara Falls Branch was purchased by NFTA where it passes across Greater Buffalo International Airport land and tunnels beneath the runways. Tracks were removed.
 4. Erie County bought a section of the DL&W main line to serve as the spine of a County sponsored industrial park in Lancaster. This continues to carry freight.
 5. NFTA bought a piece of LV's Beach Track that edges NFTA's Small Boat Harbor. Track was removed.
 6. Erie County acquired the entirety of Erie's Jamestown Branch within the County (between the Buffalo River and Gowanda), meeting at the County line with the new New York & Lake Erie Railroad. Erie County's dual purposes are to enable shippers on the line to continue to use rails, and to preserve the northern portion of the line for extension of Metro Rail. Freight service, under contract to the County, is operated by Buffalo Southern Railroad, Inc.
- NFTA's recent purchases are shown by heavy lines and are lettered with lower case letters:
- a. A section of CR's Niagara Falls Secondary Track (nee Erie's Niagara Falls Branch) from a point near the Niagara/Wheatfield town line to Felton St. in North Tonawanda. Track remains temporarily on this section.
 - b. A section of CR's Niagara Falls Secondary Track from Thompson St. in North Tonawanda to Main St. in Buffalo near Metro Rail's LaSalle Station. NFTA also bought the track, bridges and grade crossing protection apparatus on this line south of Fillmore Ave. in the City of Tonawanda.
 - c. A section of CR's (nee DL&W's) Black Rock Branch from a point west of Delaware Ave. in Buffalo to the Niagara Falls Secondary Track near Main St. Tracks and bridges have been removed.
 - d. A section of CR's International Industrial Track (nee Erie's International Branch) from Harlem Rd. at Thruway Mall to Dick Rd. near NFTA's Greater Buffalo International Airport. Tracks have been removed, but bridges remain in place.
 - e. A section of CR's Oakfield Secondary Track (nee NYC's West Shore Division) from Harlem Road at Thruway Mall to Dick Road near NFTA's Greater Buffalo International Airport. Tracks have been removed, but bridges remain in place.



f. A section of CR's City Branch (formerly DL&W's High Line to the passenger terminal (at the foot of Main St.) that now forms part of Metro Rail's Yard and Shop) from across Michigan Ave. from the Shop southeast to the Buffalo River. Track and bridges have been removed.

g. Another section of CR's (formerly LV's) Beach Track across Tiffit Farm Park from the lakeshore to the railroad yards. Track has been removed.

The map also depicts the potential for Metro Rail expansion and illustrates the ways in which the purchased rights-of-way can furnish the clear path for rapid transit extensions. Solid shading shows lines previously proposed or considered, and dotted shading indicates possible further extensions. The rapid transit corridors are lettered with capital letters:

A. First priority has been afforded to the Amherst Corridor by the region's transportation policy organization, the Niagara Frontier Transportation Committee. NFTA recently retained consultants (Zuchelli-Hunter Associates and Parsons, Brinckerhoff, Quade & Douglas) to conduct the Urban Mass Transportation Administration funded Amherst Corridor Economic Development/Value Capture Study of a Metro Rail extension from South Campus Station via Northtown Plaza, Boulevard Mall and the North Campus of the State University of New York at Buffalo to Audubon New Town. This must be an all-new alignment inasmuch as no railroad rights-of-way are available in this activity corridor.

T. NFTA gave second priority to the Tonawandas Corridor. NFTA has selected a consultant (Seelye, Stevenson, Value & Knecht) to conduct a Tonawandas Corridor Railbus Feasibility Study, covering the Niagara Falls Secondary Track from LaSalle Station to the City of Tonawanda at the Erie/Niagara county line. Future continuations could include onward extension to North Tonawanda in Niagara County, and further extension to downtown Niagara Falls. The North Tonawanda station has been purchased by the Niagara Frontier Chapter of NRHS, and does not conflict with potential rapid transit extensions. The gap through North Tonawanda continues in freight use by Conrail, but a portion of that section will likely be abandoned in the not too distant future, and joint operation with the occasional freight trains might be arranged for the remaining short distance. The LaSalle Expressway has a broad median that could be used by LRT. Interestingly, if this project is implemented in the future, it would amount to restoration of the former International Railway Co.'s Buffalo-Niagara Falls High-Speed Line interurban (abandoned in 1937).

S. The Southtowns Corridor has been designated by NFTA as the next priority after the Tonawandas Corridor. Part of it was the site of a railbus demonstration awhile ago. Newly under consideration is a deviation by way of waterfront properties, some of which are owned by NFTA, in order to enhance waterfront development. Beyond Blasdel, this corridor's trains could continue south to Hamburg and/or east to Orchard Park. A "Near South" Corridor could continue into West Seneca.

C. NFTA has designated an east-west corridor as next priority after the Southtowns Corridor. It could include the Cheektowaga Corridor from downtown Buffalo to NFTA's Greater Buffalo International Airport. This corridor's trains could continue south and east to serve Depew and Lancaster, mostly following abandoned or little used railroads.

Any expansion of Metro Rail depends upon successful completion of economic and feasibility studies, completion of federally required Alternatives Analyses and issuance of Environmental Impact Statements, and upon NFTA obtaining a dedicated source of revenue. But, the NFTA Chairman and Board of Commissioners have demonstrated foresight in choosing to acquire the rights-of-way that are key to the feasibility of rapid transit for the Niagara Frontier. An independent appraisal of the purchased rights-of-way shows that to assemble these clear paths would cost about \$2 million per mile. Obviously, the cost of Metro Rail expansion will be less because of this foresight. Indeed, the cost difference might be the difference between feasibility and not being able to extend.

--map and text courtesy NFTA

NFTA TO CONSIDER EASTERLY COMMUTER SERVICE

The NFTA has stated that it will consider proposals for commuter service on rail lines between Buffalo and its eastern suburbs. NFTA Executive Director Alfred H. Savage has told Cheektowaga and Lancaster town officials that he has instructed Authority planners to "take the Cheektowaga and Lancaster proposals into consideration" in updating the regional transit development program, to be undertaken soon.

In a letter to municipal officials, Mr. Savage said "While the extension of NFTA's Metro Rail to the eastern suburbs may be many years in the future, I believe it is entirely possible that a joint effort might be conceived for NFTA, the State Department of Transportation and Amtrak to co-operatively furnish commuter rail service on existing Conrail tracks." He noted that NYDOT subsidizes Amtrak's Empire Service and contributes to CR's track rebuilding.

Mr. Savage also indicated that the Department has asked the Niagara Frontier Transportation Committee to consider the proposal from Cheektowaga and Lancaster in its updating of regional transportation plans. "Funding will be a major concern," he said, adding that such proposals would be more achievable if the NFTA were to have a new dedicated source of revenue.

ON May 2, the Cheektowaga Town Board asked the NFTA to consider using the CR line, the former NYC main line, for commuter travel. The resolution, sponsored by Councilman Leo T. Kazukiewicz, noted the increasing number of riders on Metro Rail and the availability of parking at the Amtrak station in Depew. The Lancaster Town Board adopted a similar resolution. Supervisor Stanley J. Keysa said that he had also received a response from Amtrak expressing interest in the proposal.

--based on BUFFALO NEWS report



R.H. Foot, CP Rail
General Manager of
Marketing and Sales,
Intermodal Freight

Systems, recently told members of the National Railroad Intermodal Association that Canada's National Transportation Act of 1987 brought a mix of deregulation

and reregulation. Its introduction has been accompanied by stiff competition from the trucking industry, he said. CP Rail is in favour of greater interplay of normal market forces, but is concerned about constraints on competition imposed by law and regulation. Some of the business gains that trucks have made at the expense of railways stem from unbalanced treatment of the two

modes by government.

CP Rail believes that trucks have made major market gains largely because they have benefitted from cost advantages rooted in unrealistic public policies that have given truckers low-cost access to the highway system: in short trucking is not paying its share of the road system's cost. Railways must pay for the building and maintenance of their own track network, while also paying fuel taxes to federal and provincial governments.

Truckers pay fuel taxes because they put wear and tear on the public highways. But, ironically, in some parts of Canada railways pay even more fuel tax than truckers. In the light of this inequity, CP feels that it is not only fair but logical that Canadian governments should revise their fuel tax structure, and that they should supply a weight-distance tax upon the truckers.

Waterloo-Elmira Tourist Line Proposal

Information forwarded by George W. Horner

The advertisement reproduced herewith, placed by the City of Waterloo (Ontario), appeared in the *Kitchener-Waterloo Record* of October 21. That newspaper went on, under an October 28 dateline, to report the results of the meeting in the following terms (somewhat abridged here):

A \$3.6 million tourist train running between Waterloo and Elmira could be on the tracks by the spring of 1990—unless the project runs into serious opposition. At a public meeting Thursday, consultant Frank Lopes told residents that plans were still only in the form of a feasibility study, which outlines a proposal for a steam locomotive that would pull six coaches through Waterloo, St. Jacobs and Elmira. He said the train could carry as many as 100,000 passengers between Victoria Day and the end of Oktoberfest (an annual Fall event in the Kitchener area—Ed.).

Departing from a platform near the civic centre, the train would make stops at Waterloo Square, Waterloo Park, the University of Waterloo, the Waterloo Farmers' Market, St. Jacobs and Elmira. "The annual economic impact of the train would bring more than \$9 million dollars to the area," said Lopes. But it would take \$3,650,000 in capital costs and another \$720,000 in start-up costs to launch the train, all of which would have to come through government and corporate funding. A large portion of the capital costs would be spent buying 11 miles (18 kilometres) of track from CN Rail. Lopes said the track would cost \$1.5 million dollars and another \$450,000 would have to be spent on line improvements.

Two steam locomotives, one diesel locomotive, six passenger cars and various other equipment would cost \$950,000. As well, \$500,000 would have to be spent on a repair shop and \$150,000 would have to go towards six new station platforms. Lopes said the train could pay its annual operating costs, estimated to be \$1,010,000, within two or three years, with the possibility of turning a small profit after that. He also said the train would directly create three full-time jobs and 27 seasonal and part-time jobs.

The idea for the train has been around for several years, said Rob Deyman, director of policy planning for the City of Waterloo. About a year ago, the city asked the provincial government to fund the feasibility study. Norm Mealing, of the Provincial Ministry of Transportation, said the province is paying the \$40,000 cost of the study. Deyman stressed that the study is

Such tax would recognize that some trucks are heavier than others, travel farther, and inflict more wear and tear on the publicly funded highway system.

Mr. Foot said that not enough has been done to give the railways the freedom they need to cut costs through rationalization of track (there is not much left for CP to "rationalize" in Southern Ontario - Ed.) networks and the introduction of new technology. "Railways sell transportation in a free market, but they are not as free to adapt to change in that marketplace as they need to be", he said. "The new Act deregulated the pricing side of the business, but restrains the railways' ability to reduce costs to the same degree."

The NRA is an association of North American railroads and other organizations and companies involved in the movement of containers and trailers.

TOURIST TRAIN

Public Meeting

People having interest in a tourist train that could run from Uptown Waterloo, through St. Jacobs to Elmira are invited to attend the following public meeting:

DATE: Thursday, October 27, 1988

TIME: 7:00 p.m.

LOCATION: City of Waterloo
Council Chambers, 3rd floor
City Hall
100 Regina St. South
Waterloo

The Ministry of Transportation and the Ministry of Tourism and Recreation, the City of Waterloo and the Township of Woolwich have joined together to explore the feasibility of the establishment of a tourist train operation.

Cole Sherman Consulting Engineers and Architects of Toronto are conducting the feasibility study. Now that the initial work has been completed, public reaction and input is invited. Information will be presented at the meeting regarding potential routing, ridership, revenue, capital and operating costs and financing.

Examples of other North American tourist train operations will also be presented.

For further information please contact:

Frank Lopes, P. Eng., Cole Sherman Consultants
1(416)491-4503

Peter McFadden, P. Mgr., City of Waterloo 747-8708

intended only to establish whether the train can be run successfully. Before it hits the rails, social and economic impact studies would have to be conducted.

Most residents appeared to favour the tourist train and were concerned only with the details of the project. But, following a series of supportive comments, John McMenemy of Waterloo raised the first serious objection to the proposal. "I'd like to inject a note of reality here, namely the impact of this project on the people of Waterloo." He also wanted to know why the feasibility study dealt only with the economic aspects of the project, and said that the city should study the effects it would have on residents along the line. In response, Lopes said that "people bought knowing that the railway was there."

Another resident, Monte Dennis of St. Jacobs, wanted to know if the train would supply a commuter service for people in Elmira and St. Jacobs. "I think we're

selling ourselves short if we don't combine a commercial service with a tourist train," he said. "A tourist train certainly does nothing for the locals as far as relieving our traffic and ripping up our farmland." (A presumed

reference to highways--Ed.) Dennis was also concerned that the study did not adequately deal with parking at the seven proposed tourist train stations.

Rolling Stock and OCS Equipment

Organised chiefly by Don McQueen and Chris Martin

Passenger Equipment

Bombardier

Amtrak has ordered 50 passenger cars from Bombardier. The aluminum design is a Pullman model, incorporating Budd technology that makes them compatible with the present equipment. There is an option to buy 50 more later. Bombardier will finance the deal, build the cars at Barre, Vermont, and deliver them between March and August 1989.

UTDC

Deliveries of the GO bi-level clones for the Miami area continued through the summer from Can-Car in Thunder Bay via Toronto, London, and Windsor. Car 1008 was on CN Train 511 on June 20th. Cars 1011 and 1012 were seen on July 11th, and cab car 202 on August 16th, both sightings on CN afternoon train 425.

VIA Rail Canada

The LRC test train between Boston and New York in April used VIA 6907-6470-3350-3357-3358-3363-6909.

Freight Equipment

B.C. Hydro

As you have read, BCH was sold to Itel Corp. of Chicago in July. Buried in the new story in the press was a most interesting comment to freight car watchers. Not only will Itel operate BCH as a separate company, but it will be the lessee of some of the Itel rolling stock. So watch for a whole new look to BCH-lettered cars, because Itel made some other interesting purchases this summer. It first bought Rex-Noreco's (Englewood Cliffs, New Jersey) fleet of 3000 cars (RREX and RRRX), some of which are Canadian-built cylindrical hoppers. Itel also bought the Henley Group's shares in Santa Fe. This will permit Itel to add 30 000 railway cars owned by the Henley subsidiary Pullman Leasing (PTLX) to its own 43 000 cars. That makes Itel the largest railway car leasing company in the U.S., and B.C. Hydro is part of the action.

CN

Second-hand purchases and sales of car equipment continued into the summer. Purchases continue from NSL, noticeable because of the light-blue paint. These new CN cars are in the 418000-series. The highest number seen recently was 418274. NSC in Hamilton has been reconditioning some MEC yellow steel-rib boxes for CN. They are from the MEC 30000-series, and are becoming CN 182-183 50-7 XP 405100 to 405299 series. The nine-foot plug-door cars were built in 1977. Sales have included boxcars, gons, and pulpwood gons. Around London, some 40-6 boxes are yellow-chalked "sold;" we presume for Cuba. Several 52-6 gondolas in the 146000 and 191000 series have been sold to the Ebenezer Railroad. Pulpwoods (GTS) 873525 and 873578 were sold from the London Reclamation Yard as RRS 669 and 670.

Here's an update on CN wooden cabooses still in service, all on OCS auxiliary trains. The six in the Great Lakes region are 77562 (at Capreol), 78338 (at MacMillan yard), 78416, 78647, 78941, and 79146. The lone Prairie van is 78175; 79101 (ex-NAR 13020, at Calder yard) is the last on the Mountain region. None are left in either the Atlantic or the St. Lawrence regions. If you know the whereabouts of any of those not marked, please let us know.

CSX

In the May 1988 issue of CSX News, an illustrated item described how old ACL/SCL 40-6 steel boxcars were being used to form an artificial reef in the Gulf of Mexico, 29 km off Boca Raton, Florida. Tucked into the same news item was this tidbit of information: CSX plans to donate other boxcars "to help stop soil erosion in Canada." The location and details are, of course, not given. Does any reader know more about this? Soil erosion and CSX have one common factor that I can think of--Lake Erie. Any help with this one would be appreciated.

BOOK REVIEWS

THE STORY OF METRO--TRANSPORTATION AND POLITICS IN THE NATION'S CAPITAL by Ronald H. Deiter

Published by Interurban Press, P.O. Box 6444, Glendale, California 91205 Interurbans Special 101

Reviewed by John A. Maclean

Until recently, most books on electric railways had to be written entirely in the past tense, because the systems they covered had been abandoned for years. Now that electric railways are once more in the ascendancy, with brand new systems recently built, presently under construction, or currently in the planning stages, it is a pleasure to review a book describing is Ronald H. Deiter's THE STORY OF METRO--TRANSPORTATION AND POLITICS IN THE NATION'S CAPITAL. The nation in question is, of course, the United States of America, and the centre of the metropolitan area implied is Washington, D.C.

We have here a volume of 102 pages, 8 1/2 x 11", with card covers, featuring four colour pictures and 114 black-and-white views, eight maps, one diagrammatic track map, two reproductions of advertisements and two ticket reproductions. Following a brief foreword and a briefer introduction, the story is told in four chapters, the first of which, "Before Metro", gives us a look at Washington's erstwhile street railway system and the all-bus system which replaced it. Chapter Two, "Planning Metro", covers the long gestation period, probably inevitable in a capital city, where politics is king, from the first rapid transit proposal of 1909 to approval of the present system. The title of Chapter Three, "Designing Metro", is somewhat misleading, as it covers as well the actual construction of the system and gives a description of the routes, structures, fare system, rolling stock and automatic control system. The final chapter covers the openings of the initial routes and extensions, teething troubles, accidents and other problems, closing with a table of statistics and a short Afterword.

There is a good index, and the table of contents is also helpful in locating specific information, as it breaks the chapter headings into useful sub-headings. The four colour pictures on the covers have reproduced well, but it is to be regretted that the black-and-white pictures inside the book lack sparkle, perhaps due to the indifferent quality of paper used. This complaint aside, Mr. Deiter (a UCRS member--Ed.) and Interurbans Press have done a good job of providing us with a detailed and readable account of Washington's showcase Metro system up to the 1985 publication date of the book. Recommended.

WEST OF THE GREAT DIVIDE by Robert D. Turner

Published 1987 by Sono Nis Press, 336 pages, \$39.95. Reviewed by M.F. Jones

(Editor's Note: NEWSLETTER 455 invited a parallel review, by a rail enthusiast, to the one then presented as penned by a Calgary HERALD columnist. This additional review was sought in order to avoid any accusation that the NEWSLETTER had led members on to a "lemon". The following proves that the book is far from anything in danger of being placed in that category.)

Officially, the book title is "WEST OF THE GREAT DIVIDE--An illustrated history of the Canadian Pacific Railway in British Columbia - 1880 - 1986". ILLUSTRATED is the key word: the book contains over 400 photos and maps. Each of the photos is credited as to its source, sometimes by negative number. The PABC credits, for example, mean that anyone can obtain access to a negative from the Public Archives of British Columbia and obtain a photo at a modest price for his/her collection. The book is printed on glossy paper and I found that all maps, black and white and colour photos simply shone off the pages in many instances. The colour separations have also been very competently handled; as an expert on the subject, I saw that difficult shadow detail on some photographs has reproduced through. Usually, some of these colour separations are done in Hong Kong, but I could find no acknowledgement of this anywhere; we must have come a long way, because colour reproduction is better than postcard quality.

The text is well balanced and mostly written for the layman. WEST OF THE GREAT DIVIDE is a labour of love, authored by an historian with a deep grasp of his subject. I found the book easy reading, not too scholarly, but nonetheless fulfilling and factual. We begin in the late 19th century and work up to VIA, all arranged chronologically by period and also by subject. The Kettle Valley Division, Vancouver, Victoria and Eastern and others are extremely well represented with history and maps. Locomotives on these lines may also be researched from a comprehensive index at the back. There is also an extensive bibliography as well as Notes of Reference.

Briefly, whether beginner or seasoned enthusiast, WEST OF THE GREAT DIVIDE should satisfy anyone but the most finicky among us. The book makes no pretense of being a research instrument, nor a coffee table publication. Turner is a curator with PABC and the book is written with some of the museum people in mind. I guess its true parallel is McKee/Klassen's book TRAIL OF IRON, although WEST OF THE GREAT DIVIDE concentrates far more on rolling stock, abandoned mines, and competitors such as the Great Northern, whereas the former shows more posters and the like. An average page contains two photographs; all show a locomotive. There are very few views of scenery. The author took some of the photos himself; many are spectacular.

I trust that I can be allowed two very tiny negative comments, which should detract in no way from good readership. One is that the bookbinding is a bit too average; I expect that my copy will fall apart within the next two years. The other is a bit closer to home: I noticed a photo caption stating that a 1985 view of a freight between the Spiral Tunnels was taken from a lookout on the Trans-Canada Highway. I know better, having made well over 50 visits to the site. Actually, the photographer was about 500 to 1000 feet east of there. WEST OF THE GREAT DIVIDE is now in its second printing (June 1987; first was January 1987). As you can see, we're talking brand new here. I urge anyone to get a copy of the book if he can afford the \$40 price. It is good for just plain light reading or moderate research. I will personally use it to gain new rail photo angles and insight into areas to be visited; it will save me countless hours of poring over maps and books at the library. On a scale of 10: an 8.5.



Spadina Subway Extension

Ontario Minister of Transportation Edward Fulton on October 24 sent a surprise letter to the TTC indicating that Provincial staff is discussing the early extension of the Spadina Subway from Wilson Terminal to Sheppard Avenue, a distance of approximately one mile. TTC Chairman Jeffery Lyons called this the most significant

transit announcement (for Metro) since the Liberal Government took office in 1985. The Minister's letter indicated that the Province would also fund 75% of the estimated \$1 million cost of studies to protect the corridor for the Sheppard Subway, although he has said, in other contexts, that this line will be very expensive. Regarding the one-station Spadina line extension, Mr. Fulton said that carrying the line to Sheppard leaves open as alternatives further extension of the line easterly along Sheppard Avenue to Yonge St. (both the Spadina extension and this portion of Sheppard are accorded only Priority 4 in Network 2011) or a major north-westerly

extension to the York University area (which is not part of the Network 2011 proposals at all). The latter extension would probably actually terminate at a "gateway" in York Region north of Steeles Avenue. The gateway concept is being pushed by Provincial transportation planners, involving the creation of major transportation interchange points, including rail and bus

services as well as extensive park and ride accommodation for autos and van pools. The Province seems thus to be looking at expansion of the TTC subway system in a regional, rather than simply Metropolitan, context. As holder of the major purse strings, the Ministry influence may in time reshape Network 2011 dramatically.

Calgary

GET AROUND



LRT EXTENSIONS

by M. F. Jones

1. Brentwood

Calgary City Council has given its okay for a start on the next phase of the Northwest extension, to Brentwood, so named due to a large shopping centre nearby. It represents a very costly one kilometre (or so) extension, north from the present end of steel. Then in Mayor Klein's words, "That will be it for a while." He blames the Alberta Government, not only for not shelling out money on time, but more so for not having a comprehensive long term budget which would take into consideration transportation needs of the cities, so that the latter may plan quite ahead of their actual needs. The Brentwood extension is fraught with expensive technical realizations, notably the need to widen Crowchild Trail to accommodate both the ROW and motor vehicles, as well as construction of an overpass at Crowchild/32 Avenue, a very busy intersection now, where trains would hold up traffic and vice versa. There is also planned construction of a park-n-ride facility at the new station, to accommodate a plethora of feeder buses into the Northwest, now using the sides of Crowchild Trail at University station as pickup/dropoff points. All in all, cost estimates climbed from \$29 million, in 1985, to \$35.4 million in 1987, and are now possibly higher, as is usually the case in our ever changing economy. See Newsletter 444 (October 1986) and Newsletter 457 (November 1987) for more details.

On another plane, but directly linked to the Brentwood extension, was a tiff at City Hall, involving a ward alderman of the northwest and the LRT Project Manager, and specifically the latter's presence at future northwest community meetings. Remembering the 9A Street alignment in Hillhurst-Sunnyside, it was bad blood from the start, as hackles were raised. The matter was serious enough to warrant a Council meeting on the subject. In the end, the City decreed that it would send whomsoever it pleased, if the person had the expertise to

carry out the task. The manager concerned has a great deal of expertise on LRT construction and I personally respect him highly. The difficulty for him is to feed a reluctant crowd the City option planned over many years, when some don't want the LRT in their backyard or even in the neighbourhood.

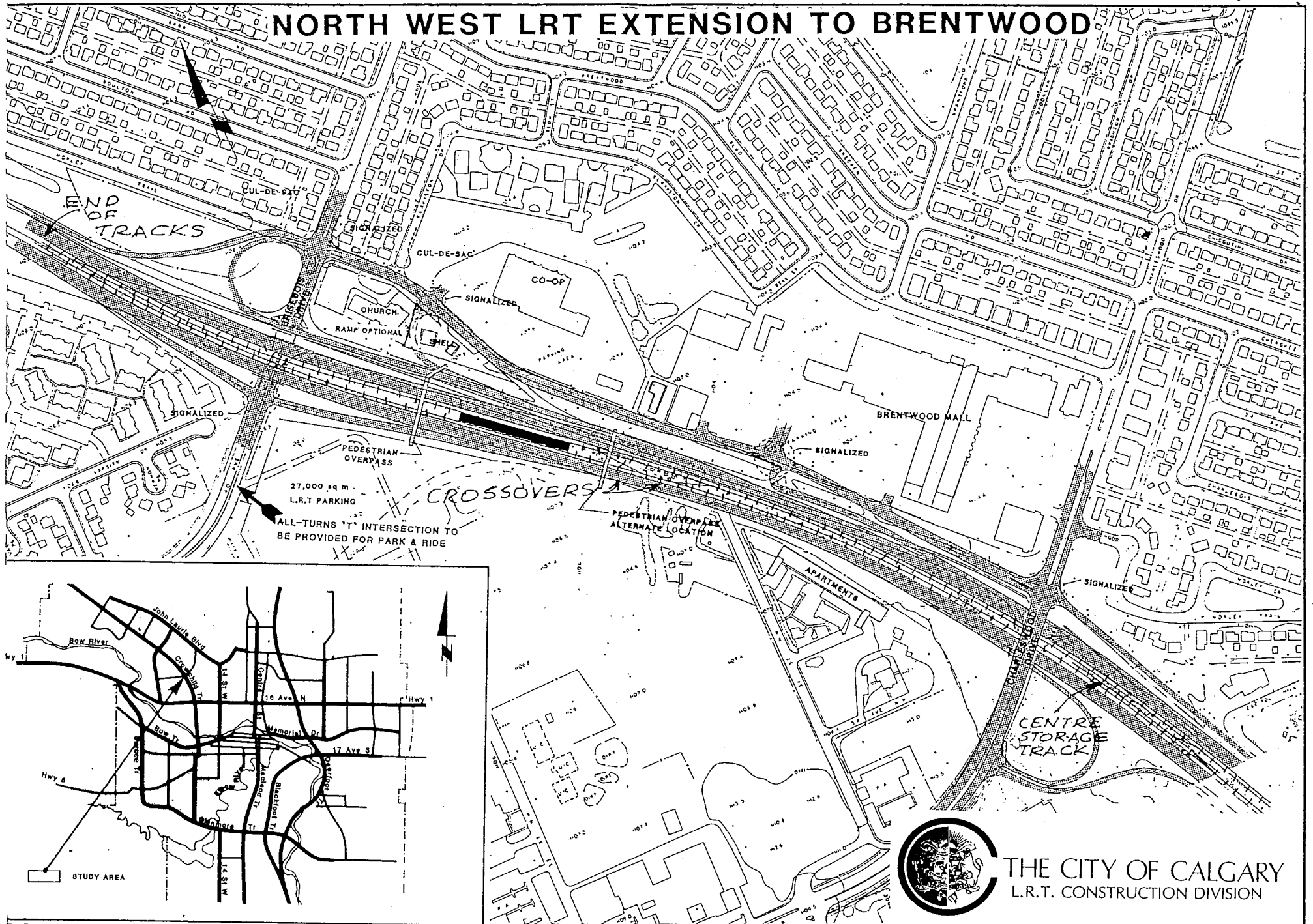
As of early September, construction had started at Crowchild Trail and Charleswood Drive (32 Avenue NW) by Brentwood Mall, in preparation to the NWLRT extension. Crowchild Trail is now being widened to accommodate the car traffic turnoffs, while the approaches are slowly coming together at Charleswood Drive and 32 Avenue NW (the street changes name at Crowchild Trail). Before long, some structure will be in place with trains running underneath; I foresee completion c. March 1989. The overpass will likely have a sidewalk to enable University of Calgary students to cross and it will surely mean a nice shooting platform over the tracks for us. Those scanning the accompanying map will also notice that a pedestrian overpass will be built either before or after the new Brentwood station (if this is going to be the station's name at all!)

I will keep readers informed and should have a picture or two around Christmas, as there might be enough structure around to see where the rails will run. Needless to say, a photo or drawing of the station will be in these pages as soon as one becomes available.

2. West Line

The Calgary Herald of last June 9th carried an invitation to the public to attend an information session on the West LRT, June 10-11 at Westbrook Mall, in the centre southwest. I promptly complied, and it proved most enlightening. The West LRT is not due to come on stream until 1990 at the earliest (way after the Midnapore extension and others now sitting on the back burner for

NORTH WEST LRT EXTENSION TO BRENTWOOD



lack of funds), but the City wanted to give local people a glimpse of things to come and to gather impressions. As usual, some were for, some against. About 2000 people attended; those who were against didn't like the alignment as it transpired later on TV (so what's new?) and the LRT's impact on the community. The Calgary Herald, in its June 12 edition was more positive. While it reflected citizens' concerns that some homes will have to be torn down to align the ROW, it stated that many wished the new line good luck, but expressed the concern of many for the fact that the project is so far down the road, at quite naturally a higher cost when it finally comes to pass.

Courtesy of a City of Calgary Transportation Department staffer, I was able to take a brief glance at the "West LRT Functional Study," taking abbreviated notes in the short time I had, not wanting to hog the staffer's time. Briefly, there were two alignments being considered: the Bow Trail corridor and the 17 Avenue corridor. Both follow the same route after a while, winding up at 69 Street SW. In the report, southwest notations are simply referred to as either S. or W., depending on the compass direction.

Which alignment does the City prefer? Let's open the report, to see the following: "Based on evaluation criteria, the proven advantage of the 17 Avenue corridor is increased ridership. For all other criteria the Bow Trail corridor is superior. It would serve major residential and commercial developments in upstream communities such as Strathcona, while minimizing damage to communities in the Inner City".

For study purposes, the project is divided into 5 areas, each with its own estimated cost of building and roadwork, some of which includes reconstruction of 9 Avenue SW, part of Bow Trail and others, such as modification to the Planetarium esplanade. Total cost would be \$178 million. Also considered is the purchase of 24 LRT cars, bringing the grand total cost of the project in 1988 dollars to \$209 million. Another page of the report breaks down costs as follows: LRT construction: \$110M; roadwork: \$16M; land acquisition: \$52M; 24 LRVs: \$31M for the same grand cost of \$209 million dollars.

The Bow Trail alignment seemed to be preferred (as noted below, it has lately been chosen), so I've elected to note it over the other one, which includes a couple of tunnels. Quoting from my notes, here is a transcription from the study: "The preferred Bow Trail LRT alignment begins at the existing 7 Avenue and 9 Street, runs in a

westerly direction along 7 Avenue S.; curves gradually to the southwest at 11 Street, passes through the esplanade of the Planetarium and Mewata Stadium lands, enters the median of the future 9 Avenue S. at 14 Street, passes underneath the Bow Trail eastbound lanes to enter the Bow Trail median, crosses over 9 Avenue S., the CP Rail tracks and 10 Avenue S., follows the median of the future Bow Trail, enters an underground alignment through the Westbrook Mall property, surfaces in the median of 17 Avenue S., west of 37 Street W. and follows the median of 17 Avenue S. to 69 Street W."

With this alignment, stations should be as follows: 11 Street W., 29 Street W., Westbrook Mall, 45 Street W., Sarcee Trail and 69 Street W. On the 17 Avenue corridor, stations should be located at 11 Avenue W., 14 Avenue S., 17 Avenue W., Crowchild Trail, 29 Street W. (optional); 33 Street W., 45 Street W., Sarcee Trail and 69 Street W. A couple of alternatives exist between 33 Street W. and 37 Street W.

Let me stress again that this is a functional study and that it has no bearing on what will happen, when and at what cost. Since there are some 36 homes to be torn down to provide the Bow Trail alignment (198 on the 17 Avenue alignment), let's hope that cool heads will prevail and that there won't be a repeat of the Northwest battles, which delayed the NWLRT by 5 years or so, at a time when oil money was flowing into the Provincial coffers and they were selling it to just about anyone who wanted a share. My guess is that money earmarked for the LRT at the time went to build highways instead; the allowance had to be spent.

City council during the week of October 16 approved long-term plans for the alignment along Bow Trail, crossing underground near Westbrook Mall and into the median of 17th Avenue SW to the City limits.

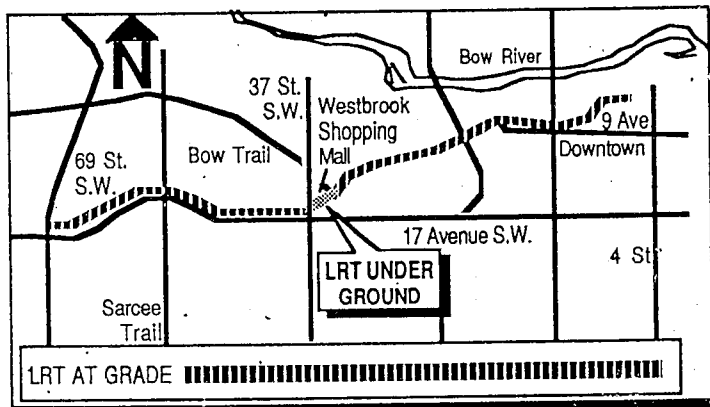
Construction of the new line is not expected for at least 20 years, but the City will protect the right of way along the alignment by buying properties as they come on the market or protecting them to ensure that buildings do not encroach.

Plans call for the new line—estimated to cost \$269 million at this time—to be built when the city reaches a population of 1,250,000. At that time, the line could carry 27,000 to 30,000 passengers daily. Based on long-term population projections, Calgary would hit that mark around 2050.

Andrée Jackson, president of the Shaganappi Community Association, opined to the press that plans for the line could eventually drive down prices of homes along Bow Trail across from the Shaganappi Golf Club, but there's no concern in the community. She said it would have been time consuming to buy properties along 17th Avenue, which already has major traffic problems. Bow Trail, on the other hand, can easily accommodate the line.

The exact route across Westbrook Mall will be decided after discussions with mall owners and the Calgary Board of Education, which has the Plains Indians Cultural Survival School and the Ernest Manning alternative high school in the vicinity. Asked why the City is planning a new LRT line when the transit system has difficulties attracting passengers, Alderman Dale Hodges said he presumes plans will be reviewed before building to ensure there is demand.

(Last portion of above directly adapted from an October 21, 1988 Calgary Herald article forwarded by M.F. Jones)





The newest acquisition of the Halton County Radial Railway streetcar museum near Rockwood, Ont., is the body of TTC three door Harvey trailer 2943, used at a summer camp near Milton until recently. The car was built by Canadian Car & Foundry as part of a 165-unit order constructed 1922-23. Trailer operation ended on March 30, 1954, when the Yonge Subway replaced the "Witt" trains on the Yonge carline. Here, the car is resting on subway car shop trucks. Some of the seating remains. Oct. 23, 1988. --John D. Thompson



The Salem & Hillsborough operates unusual push-pull trains such as this one, comprising ex-Sydney & Louisburg RS1 8208 and CPR 4-4-0 29 (Delorimier Shops, 1887), with a classic train of wooden and steel clerestory roof coaches and open air cars rebuilt from boxcars. Aug. 14, 1988. --Wendell Lemon





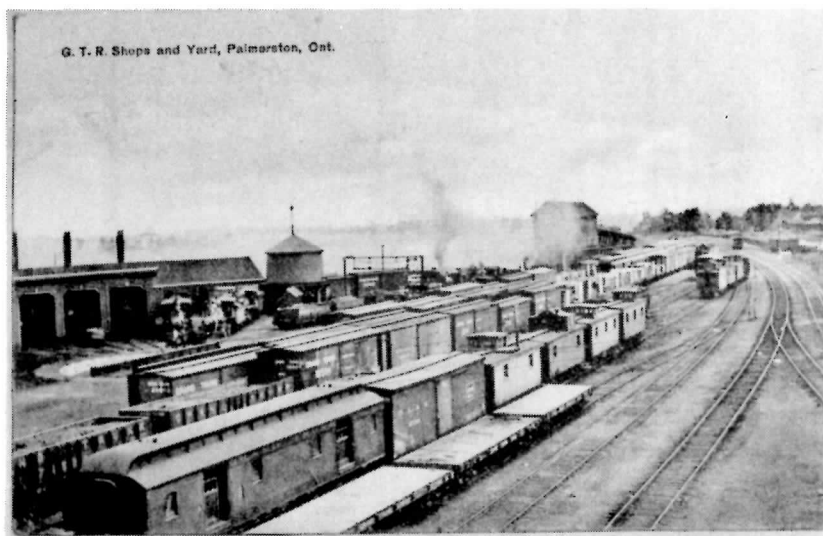
THE EAST END G.T.R. STATION

PALMERSTON, CANADA

View north showing station which survives into 1988, minus towers. Line at left leads to Listowel and Kincardine, at right to Owen Sound, Durham and Southampton.



The station was of frame construction, covered with red insulbrick siding in the 1960s. It is probably not long for this world, so railfans would be advised to take photos of it without delay.



G. T. R. Shops and Yard, Palmerston, Ont.

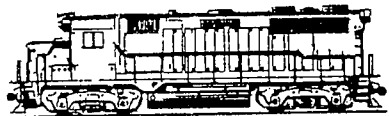
Not a steel car was to be seen in this photo looking southeast from the pedestrian walkway over the tracks. Remnants of the ramp leading up to the coaling tower may still be seen at the south end of the yard. The scene remained basically unchanged, except for steel cars, until 1959.



Railway Yards Looking West, Palmerston, Ont.

The photographer pointed his camera westward from a point of elevation, likely atop the coaling tower. In the foreground are some engines out of service, perhaps awaiting a trip to Stratford Shops.

These vintage postcard views were supplied by member Ross Gray of Lindsay, Ont. They show the famous branchline junction of Palmerston, Ont. in the late Grand Trunk-early CNR era.



Motive power and operations

Edited by Pat Scrimgeour

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Canadian National

Reorganisation in southwestern Ontario

CN's Longwood subdivision disappeared on October 30th with the issue of CN's Timetable 59, and is now part of the Chatham subdivision. The subdivision now begins at Komoka, the junction with the Strathroy sub. Komoka was designated as mileage 7.1 on the Chatham subdivision, so that mileages west of Glencoe are unchanged. The section of the Chatham subdivision from St. Thomas to Glencoe (some 27.5 miles) is now the Paynes subdivision.

The Canada Southern, CN's CASO subdivision between Hewitt and Essex, Ontario, is starting to show its future configuration as more and more road crossings are being reconstructed to a single track.

JUST A. FERRONUT

New bridge

The City of Woodstock, Ontario, has been granted NTA authority to construct a new bridge over CN's Dundas subdivision at Springbank Rd., just east of Norwich Avenue, at Mile 49.04. Will this be a new spot for photos?

JUST A. FERRONUT

Grand Trunk Eastern Lines sold

The eastern leg of the Grand Trunk Railway, originally built under the charter of the Atlantic and St. Lawrence, has been sold to a U.S. shortline operator. The Sherbrooke subdivision, from Norton to Island Pond, Vermont, and the Berlin subdivision, from Island Pond to Portland, Maine, have been sold to Emons Holdings Inc. Emons is the owner of the Maryland and Pennsylvania (Ma and Pa) shortline. CN will continue to operate its port facilities in Portland, and will send trains across the Grand Trunk under an arrangement that has not been finalised.

PAT SCRIMGEOUR, "MODERN RAILROADS" VIA SW

Timetable changes, Great Lakes region

In MBS territory, regular trains are now shown as such in the timetable, instead of being designated as passenger extras. ... The Chatham sub, between Komoka and Windsor, is the first double-track MBS line in Canada. ... London DS dispatcher is now RTC DS Toronto, working at the Great Lakes Rail Traffic Control Centre.

Kingston sub - New station at Durham Jct., Mile 314.0, the junction with the future GO subdivision. The Belleville City Spur has been removed.

Marmora sub - Now operated under MBS. Yard limits designated from Picton to Mile 1.6.

Oakville sub - New station at Appleby, as in previous supplement. VIA trains now stop at Burlington, not Burlington West.

Chatham sub - Revised as noted above. New station at Glencoe East, Mile 25.5. Yard limits at Komoka, Glencoe, Chatham, and Prairie Siding removed.

Paynes sub - New subdivision, as noted above.

Caso sub and Talbot sub - BX tower and interlocking at St. Thomas South removed. The Talbot spur now branches off the Caso sub, instead of the Talbot sub.

Guelph sub and Fergus sub - Connection at Guelph Jct. (that's CN Guelph Jct.) is now via yard tracks. Yard limits removed from Mile 28.8 to Mile 30.0 Fergus sub.

Newton sub - Yard limits removed at Listowel and Palmerston, and changed at Stratford.

Kincardine sub - Yard limits at Listowel removed.

Southampton sub - Yard limits between Mile 47.7 and Mile 48.7 removed.

Owen Sound sub - The yard limits at Palmerston, and between Owen Sound and Mile 58.7 have been removed.

Midland sub - Station name at Orillia changed to Midland Jct.

Ruel sub - New Tionaga spur, extending west off siding at Mile 126.3.

Kapuskasing sub - New station name Brunelle, at Mile 67.6.

Chisel Lake subdivision

CN has received permission from the NTA to abandon the Chisel Lake subdivision from Optic Lake to Osborne Lake, Manitoba, a distance of 71 miles. The line had not been used since September 20, 1986 when the primary shipper, Hudson Bay Mining and Smelting, began shipping ore to Flin Flon by truck instead of by rail.

This line was built in three stages starting in 1957. The first was the construction from Optic Lake (at Mile 12.65 of the Sherridon sub) to Chisel Lake, 51.4 miles, with service commencing on August 31, 1960. Eight more miles were opened to Stall Lake on March 3, 1964. The final stage, linking Stall Lake with Osborne Lake, opened on July 31, 1969.

Service consisted of trains Monday, Wednesday, and Friday from Flin Flon and Stall Lake, returning Tuesday, Thursday, and Saturday.

BRUCE CHAPMAN

Canadian Pacific

New power

The latest model number for the new engines is SD40-2F (previous names were SD40-3 and SD40F); this should be final, as it was apparently read from the builder's plate. None of these engines has yet been delivered, but two will likely have been by the weekend after you receive this. At least nine of the engines are ready to go, but are being held until some mechanical difficulties are corrected. They have full-width cowls, with a Draper Taper and the F59PH-style cab. The SDs are painted in standard CP red, with no multimark. When they are delivered, new GM engines usually work from London to Windsor, then to Montréal (on 904), back to Toronto, and then either to London for repairs or to their new home.

In this case, the 9000s are assigned to Calgary. I am guessing that some will be at the opening of the new Rogers Pass tunnels and second mainline. Watch for them!
PAT SCRIMGEOUR

Ontario timetable changes, October 30th

These are the timetables revised to exclude the disbanded Smiths Falls division. Number 43 is the new Toronto division, London division, Lake Erie and Northern, and Grand River Railway timetable. The Winchester, Cornwall, Carleton Place, Chalk River, Ellwood, Prescott, and Brockville subdivisions have been removed. Number 53 is the Sudbury and Schreiber divisions timetable. It now includes the Chalk River and Carleton Place subdivisions. Other changes on individual lines follow.

Nephton sub - No real changes, but the defined location of South Lake has been moved south by 0.8 miles, and of Nephton, south by 0.2 miles.

Havelock sub - The 2.9 miles east of Havelock is not shown on the table, but is still included as part of the main line. That point, Mile 90.8, is the straight-through connection to the 3M Canada spur.

MacTier sub - The hot box detectors are now talkers instead of display boards. An HBD north of Bolton has been moved from Mile 26.4 to Mile 25.5.

Hamilton sub - The table does not show the trackage rights over the CN Oakville sub, or the section of the TH&B from Main Street to the Hamilton station. Therefore, the subdivision is shown only as the 1.7 miles between Hamilton Jct. and Main Street. This line is now MBS-ABS.

Galt sub and Windsor sub - The HBDs have been changed to talkers. The GO trains are two minutes faster between Kipling and Toronto.

St. Thomas sub - Shows Mile 31.0 to Mile 33.6 as being joint trackage with CN. This replaces the CN L&PS line through downtown St. Thomas.

St. Marys sub - St. Marys station has been moved from Mile 25.0 to the new end of track at Mile 23.55, and the yard designation at St. Marys has been removed.

Waterloo sub - This line is now operated under MBS; the inferiority and superiority of directions has been removed from the table. Yard limits formerly covered the whole line; now they are only over the joint section with the CN Huron Park spur in Kitchener.

Waterford sub - Now shows Mile 62.0 to Mile 64.0 in Brantford as being joint trackage with CN, under CP control.

Fort Erie sub - Still listed as 15 m.p.h. track, even after the extensive rebuilding and upgrading.

Parry Sound sub - HBDs changed to talkers.

Webbwood sub - Three display boards HBDs remain on this line. The 1.7-mile Thessalon spur is no longer listed.

Nemegos sub - One HBD at Mile 55.0 has been replaced by two at Mileages 46.2 and 66.7.

Nipigon sub - Three HBDs at Mileages 38.5, 59.0, and 85.2, replace the two at Mileages 51.0 and 77.0.

Both timetables are now labelled as "CP Rail Intermodal FreightSystems" instead of "CP Rail EAST." This means no more multimarks. The U.S. FRA rules are now included in 43; instructions for the operation of VIA LRC trains are included; and there is a new special instruction GG, covering the use of MBS clearances and bulletins in CTC territory.
PAT SCRIMGEOUR

CP evaluation cars

CP dynamometer car 62 was seen travelling through Toronto on October 14th on Train 904. It was trailing behind the units, which suggests that it was working, as this is where it is positioned when operating. It belongs to the National Research Council in Ottawa and is frequently loaned to CP for testing.

Track Geometry Car 63 is currently being converted and new equipment, the same as on Track Evaluation Car 64, is being installed. TGC 63 will be used for branch lines and TEC 64 will be used for main lines.

GORD WEBSTER

Peterborough

CP has finally received permission to abandon the Peterborough Station. The City is taking it over and will use it as a tourist information centre. Word was that the City would turn the Station so that the front faced east. CP forces will relocate to the CN maintenance building in Peterborough (just south of the existing diamond).

In the land transfer from CN to CP, CP will take over the following:

- Campbellford Spur from Mile. 60.40-63.25,
- Peterborough Industrial Spur from Mile. 0.00 - 1.97,
- Peterborough Industrial Park Spur (off Mile. 60.55 Campbellford Spur),

-All railway-owned private sidings connected to the above tracks including the CN section toolhouse and land at Mile 63.10 Campbellford spur.

As noted last month in the Newsletter, CN has withdrawn its application for abandonment of the Campbellford spur (63.25-85.18), the Lakefield spur (0.00-9.51), and the Ashburnham branch (0.00-0.72), on the grounds that this is yard track and does not require NTA approval.
GORD WEBSTER

Stations

The Optimist Club has expressed interest in the Oshawa Station but CP has not yet received permission to remove it. The station has not been used for quite some time now and is constantly subject to vandalism. ... The Town of Caledon will be taking over the Bolton Station in the near future. The use is unknown at this time.

GORD WEBSTER

The Elko station, built in the late 1900s on the Cranbrook subdivision, has been moved 70 kilometres to the Cranbrook Railway Museum, where it will be used as the entrance.
CP RAIL NEWS

CP Rail Coastal Marine fleet addition

A new tug-and-barge combination, the *Arctic Taglu:Link 100* began service between Vancouver and Swartz Bay in July. The barge has capacity for 41 highway trailers. The pair operate once a day, Monday to Friday. CP's traffic increased when CN dropped its barge service from Tilbury Island to Victoria earlier this year.

CP RAIL NEWS

Winchester subdivision dispatcher

Effective on October 31st, at the change of time, the CP Belleville subdivision dispatcher's desk at Toronto was split in two. Previously the desk controlled the Belleville and Winchester subdivisions. The new Winchester subdivision dispatcher uses the spare board that was previously used for training.

CAR and DAR News

The Canadian Atlantic Railway does in fact have its own employee timetable.

A Dartmouth firm, NsC Intermodal Inc., is considering the acquisition of the section of the Dominion Atlantic between Coldbrook and Annapolis Royal (54 miles) and the section of the CN between Barry's Stillwater Marsh, near Chester, and Liverpool. NsC has asked the NTA to delay the decision on abandonment until the company can conduct a feasibility study.

HALIFAX CHRONICLE-HERALD VIA BC

Elora subdivision

All rail has been lifted on the CP Elora subdivision. The rail is being shipped to Mexico where it is being reused.

The Elora sub, as a light traffic line, was originally considered for abandonment in 1933 and 1934. The General Superintendent recommended against it because the line generated a net revenue. The GS recommended that this line could be abandoned under unification with the CNR. This was not approved because the CP line into Elora was more conveniently located to serve the town than the CN line, which is on the opposite side of the river. If abandonment had been pursued, the portion from Fergus to Elora would still have been maintained and used by a wayfreight from the CNR.

The Ontario Government was in favour of the abandonment as the Government had plans to flood a portion of the CPR right-of-way (Mile 17.08-20.82) as part of a flood control program in 1939. The cost to relocate the line was estimated at \$350,000. The Conservation Authority thought this too expensive and proposed that the CPR abandon the line and receive a cash indemnity from the Conservation Authority for so doing.

The Fergus-Elora portion of the line was slowly declining in revenue from \$10,761 in 1931 to \$8,829 in 1938. These figures do not represent freight accrued to the balance of the system (i.e., does not include income of freight beyond Elora-Fergus). The revenue from the Elora-Fergus Section represented almost 40 percent of the revenue generated by the Elora sub. It was felt by the CPR that approval would not be granted by the Board of Transport Commissioners to abandon the portion of the line from Cataract to Belwood.

On December 5, 1940, the Joint Co-operative Committee proposed that the CPR line be abandoned from Mile 0.0 to 24.68 and that the CPR would be granted running rights over the CNR from Mile 32.72 to 46.83 of the CNR Fergus sub. Connections would be made as follows: 34.05 CPR Goderich sub with 32.72 CNR Fergus sub, and 46.64 CNR Fergus sub with 24.68 CPR Elora sub.

The conclusion of this tale will be in next month's Newsletter.

GORD WEBSTER

Bridge fire

Vandals got off to an early start on Hallowe'en. They set an overhead timber bridge on fire at Mile 183.09 of the CP Belleville sub, at Salem Road in Ajax. The fire department was called at 07:15 but the fire was estimated to have started around 03:00. The bridge is expected to remain closed for approximately six to eight weeks. Tires were doused with gas and ignited. This fire is becoming an annual event.

GORD WEBSTER

Bridge fire sale (?)

On September 29th, CP announced that its High Level Bridge in Edmonton will soon be redundant when a new interchange between CN and CP is completed in East Edmonton. The railway will probably offer the bridge to the City of Edmonton.

BRUCE CHAPMAN

Honda at Alliston

Honda is planning to ship one 40-foot and one 20-foot container, and one 20-foot flat rack as a trial shipment through Vancouver to Alliston. NYK has been carrying two or three containers per week to Alliston. This time,

impact recorders and a vibration tester are included with the contents to examine the ride quality. It appears that Honda is showing serious consideration of delivery through Vancouver. It takes four days to deliver the containers from Vancouver to Alliston via CP.

GORD WEBSTER

CP Port McNicoll

The agreement between CP and CN granting CP running rights over the CN Midland subdivision expires in 1989. This may mean the end of CP in Port McNicoll, especially since the grain elevator in PM is no longer owned by CP.

GORD WEBSTER

Crossing accident

Crossing accidents continue. Another recent accident was on November 5th at 10:40 when Extra 4221 West (with 4502, 8797, 21 loads, and 80 empties) contacted a 1987 Ford Escort in the middle of the crossing at 28 MPH at Mile 92.09 Belleville sub (Front Street, Belleville). The sole occupant was pronounced dead on arrival at the hospital. The crossing was protected by flashing lights and bell. The auto was completely destroyed.

GORD WEBSTER

Another new CP tunnel (well, sort of)

In Toronto, the new on-ramp to the Don Valley Parkway from Wynford Drive passes under the CP Belleville subdivision. The contract to build this third tunnel has been awarded to Mathews Group of Mississauga. GP has completed signal relocation to accommodate the tunnel. Work will be carried out 24 hours a day.

Circus Train

The Ringling Brothers, Barnum and Bailey "Red" circus train arrived in Hamilton on November 8th for a one-week stay. Next, it travels to Pittsburgh, Pennsylvania.

INFORMATION FROM "RAILFACE" VIA MIKE LINDSAY
TRAIN SEEN BY DOUG PAGE AND DAVE STOWE

Train number changes

Train numbers 957 and 959 have been replaced by 923 and 925, for trains run as required between Toronto and Windsor. In addition, Make-up 903 has been deleted.

BRUCE CHAPMAN

Rebuilding

GP9 8210, rebuilt from 8631, left Angus Sept 19.
GP9 8211, rebuilt from 8663, left Angus Sept 26.
GP9 8825 in Angus on Sept 29, to become 8246.
GP9 8656 sent from St-Luc to Angus on Oct 4.
GP9 8694 was due to be sent to Angus on Oct 5.
GP9 8836 sent from St-Luc to Angus on Oct 18. This is the last rebuild for 1988.

Rebuilt 8211-8217 will go to Coquitlam, and 8243 will go to North Bay.

Preliminary plans for rebuilding for 1989 are to do all of the remaining RS18s, a total of 22, and 15 of the remaining GP9s. This will leave 10 GP9s to be done in 1990.

BRUCE CHAPMAN

Other motive power notes

CP is considering replacing all of its Locotrol I equipment with Locotrol II. So, Locotrol I masters 5815-5864 could become robots with Locotrol II, and might be renumbered from 6070 up.

Leased units returned to service: QNS&L 200, 201, 202, 203, and 220, assigned to Winnipeg. GATX 5070, 5072, 5073, and 5075, at Toronto. GATX 5076, 5077, 5081, 5083, 5086, and 5088, at Winnipeg. B&O 3709, 3712, 3713, 3716, 3719, 3721, and 3722 at St-Luc. B&O 3728 and 3734 at Toronto. ACR 185 and 188 were returned on September 6th.

BRUCE CHAPMAN

GO Transit

They're gone!

The eight original GP40TCs, built in 1966 for the start-up of GO Train service in 1967, have left the country. The engines were taken from Willowbrook to Hamilton by wayfreight 557, then forwarded to Fort Erie the next day. Three left Willowbrook on October 14th, and the other five on the 21st. The engines have apparently been sold to Amtrak for use on short-distance trains out of Chicago, perhaps with the new Bombardier cars. (Will they return on the *International*?) The GO numbers were painted out, and the engines were renumbered as 192-199.

MANY PEOPLE

More to go?

The order for six more F59PHs is to replace existing equipment. This is part of GO's plan to convert entirely to F59s. Suggestions have been heard in the past that the six F40PHs will be transferred to Ontario Northland, where they would be compatible with the VIA F40PH-2s.

DAVE O'ROURKE, PAT SCRIMGEOUR

Whitby extension

GO Transit's extension from Pickering (CN Durham Jct.) to Whitby, is expected to be put in service on December 4, 1988 with its first revenue service starting the next day, Monday, December 5. This new 9.06-mile double track line will appear in CN's Timetable as the GO subdivision.

JUST A. FERRONUT

Additional service to Milton

The station at Guelph Jct. has been spared for the time being. The two additional storage tracks have been constructed from the west end. The east end connection will be constructed at a later date, after the station has been removed. Due to time and manpower shortages, the work will not be done for quite some time. This means that the two additional trains will have to be backed in and out at the west end of the yard. CP has brought 360-series hoppers from out west to speed work up on the Galt sub.

Subject to final agreement, GO Transit intends to implement a 'turn around' service at the end of November. This was to be added on October 31, but GO delayed it due to the lack of time. This service will use the existing train consists and leave Union at 1935. The consist used would be that of the first GO train dead headed back to Toronto.

Commencing on January 9, 1989, GO intends to implement a five-train schedule. GO is pushing for the increase on the Milton Line as soon as possible. Traffic levels on the Lakeshore Line are growing (especially with the opening of Appleby) much greater than ever anticipated. Below is the proposed five-train schedule on the Milton Line. (Two minutes has been reduced from each run to reflect the time saved by the T-3 project (Flyover) at Union.)

Eastbound	350	352	354	356	358
Milton	06:30	06:50	07:10	07:30	07:50
Meadowvale	06:40	07:00	07:20	07:40	08:00
Streetsville	06:45	07:05	07:25	07:45	08:05
Erindale	06:50	07:10	07:30	07:50	08:10
Cooksville	06:55	07:15	07:35	07:55	08:15
Dixie	07:00	07:20	07:40	08:00	08:20
Kipling	07:05	07:25	07:45	08:05	08:25
Toronto	07:22	07:42	08:02	08:22	08:42

Westbound	351	353	355	357	359
Toronto	16:30	16:50	17:10	17:30	19:35
Kipling	16:47	17:07	17:27	17:47	19:52
Dixie	16:52	17:12	17:32	17:52	19:57
Cooksville	16:57	17:17	17:37	17:57	20:02

Erindale	17:02	17:22	17:42	18:02	20:07
Streetsville	17:07	17:27	17:47	18:07	20:12
Meadowvale	17:12	17:32	17:52	18:12	20:17
Milton	17:22	17:42	18:02	18:22	20:27

GORD WEBSTER

New F59PHs

Engineers have said that the new GO F59PH's do not have as much power as the old GO units. A lot of the turbo boosts have been cut out in the units. ... GO 520, the first-built and the last-delivered of the F59s, has arrived from London. It was at Willowbrook on November 5th. ... At least three of the F59s delivered by CN travelled through Kitchener on the back route.

GORD WEBSTER, DAVE O'ROURKE, PETER RASCHKE

Track changes at Union Station

Starting on October 31st, the rush hour assignment of tracks was changed, to allow for better flow of trains in and out.

Track 1 - Richmond Hill and Bradford trains

Track 2 - Georgetown trains

Track 3 - Oakville and Hamilton trains

Track 4 - Stouffville and Milton trains

Track 5 - Pickering trains

Outside rush hours, Oakville trains leave from track 2, and Pickering trains leave from track 3, as always.

VIA Rail Canada

Timetable changes on October 30th

-The Bishops Falls-Corner Brook TerraTransport train is, of course, no longer listed.

-Train 152 (Mon.-Sat.) leaves Yarmouth for Halifax 25 minutes later, at 07:00.

-Train 11, the westbound *Atlantic*, is 20 minutes slower.

-Trains 15 and 17, the combined *Océan* and *Chaleur* run 2 hours later, now that the summer trackwork west of Québec is complete.

-The schedule of Sherbrooke-Montréal trains 629 and 630 has been changed; the westbound train runs 30 minutes earlier, and the eastbound, 30 minutes later.

-The North Shore trains are still out of service between Trois-Rivières and Québec. They were to have been restored this fall, but CP has not completed its bridge repairs.

-Québec-Montréal:

-Westbound 21 (Mon.-Fri.) returns to 06:45 departure.

-Eastbound late night trains 620 (Fri.) and 624 (Sat.) now operate as the early morning train 20.

-Between Montréal and Ottawa, evening trains 38 and 39 have been reinstated on Fridays and Sundays. These trains had been running as extras during the Voyageur bus strike.

-The Montréal-Toronto trains have been sped up by about 15 minutes because the summer track construction programme has ended. There are some small time shifts, by about 15 minutes.

-The schedule between Toronto and Ottawa is as was listed in the September Newsletter. The trains are the *Capital* (40-41), the *Lakeshore* (42-43, formerly 44-43), the new *Rideau* (44-45), and the *Exec* (46-47, formerly 46-45). The overnight *Cavalier* (48-49) between Brockville and Ottawa is still running (reservations are being accepted for trips before December 14th), until the NTA hearings on its removal. The hearings are required to remove VIA's obligations under an RTC order which required

overnight service between Ottawa and Toronto.

- Train 87 from Toronto to Sarnia runs 30 minutes earlier.
- Train 88, the *International* from Chicago to Toronto returns to its pre-diversion time, leaving Sarnia at 18:00.
- The *Canadian*, train 1, is 40 minutes faster, and train 2, is 60 minutes faster.

There are other minor changes on many schedules. In the presentation, the brochure is now labelled as the "National Timetable," instead of the "System Timetable." The timetable is printed on a better quality of paper, and includes a much-improved map. PAT SCRIMGEOUR

New station boards

VIA plans to replace the station boards on many of its stations. This work will be carried out by a private contractor. In all likelihood, the contractor will be responsible for the disposal of the old signs. Those that are interested in getting one of the station boards should contact the contractor, after the contract has been awarded.

Two signs are erected on shelters or stations less than 50 feet long and three signs on stations over 50 feet long. Where no station or shelter exists, two signs are erected perpendicular to the track.

GORD WEBSTER

Havelock RDC

Railfans waited at Leaside for the Budd Car from Havelock on Sunday, November 6, but it never showed up. Both engines on RDC-1 6121 failed at Cavan (Mile 127.0 Havelock sub), and could not be restarted. The 34 passengers were taken to Toronto by bus. The outbound train, 190, picked up the dead car at Cavan, took it to Havelock, and brought it back to Toronto the next morning.

Tourist Railways and Museums

The former Toronto Railway Museum

Equipment from the display that was organised by the Toronto and York division of the Canadian Railroad Historical Association has been stored since the redevelopment of the display site. TTC Peter Witt streetcar 2300, TH&B van 70, the wooden vinegar tank car, and a CPR boxcar are stored inside the CP John Street Roundhouse. (UCRS private car "Cape Race" and equipment owned by the City of Toronto is also stored there.) The remainder of the equipment was stored on the south side of the CN Oakville subdivision, just west of Bathurst Street, until it could be moved to Smiths Falls. But the cost to move all of the cars was prohibitive, and they have remained at Bathurst Street for some time.

Now, London and Port Stanley electric locomotive L2 has been sold privately to be restored and displayed in Toronto. A small Plymouth diesel has been sold to "Ontario Locomotive and Car Company." Four cars and CP diesel-hydraulic 23 will be sent to Ottawa or Smiths Falls. The interior of the RPO car will be moved to the National Postal Museum in Hull, and the exterior will be cut up on site. Finally, ex-CN MLW S2 7988 will be scrapped on site. The disposition of three other pieces of rolling stock had not been finalised.

CRHA T&Y "TURNOUT" VIA SW

And...

The CN private car *Nechako*, used as a hospitality car at the Vancouver station, has been acquired by the Prince George Railway Museum. The museum now has BCR

RS10 586, a CP steam crane, a CN Jordan spreader, and a number of freight and maintenance-of-way cars.

The five commuter coaches for Smiths Falls are still sitting on the CP-CN interchange at Ottawa's Walkley yard. CN has delivered them back to CP who refuse to accept them as they have no way of getting them to the museum in Smiths Falls.

Thurso Railway GE 50-ton 10 (also numbered 5132) will soon move to Wakefield for use as a switcher on the tourist railway on the former CP Maniwaki subdivision.

Vancouver Wharves in North Vancouver donated its S3 28 to the West Coast Railway Association.

PCD "SANDHOUSE", BRUCE CHAPMAN

General Railway News

Important new railway video

The video of "Fais ce que tu voudras," by Céline Dion, is filmed between Mont-Royal and Portal-Heights on the CN electric line. There are many shots of the CN EMUs, and some additional interior scenes on VIA passenger cars. PAT SCRIMGEOUR

Diesel Division, General Motors

GM has agreed to supply 20 locomotives to the national railway of Algeria starting next August, and to supply another 60 over five years. GM has also won an order from Indonesia for 15 locomotives, to be built in 1989. GLOBE AND MAIL VIA PS

Additional interesting rumours

Could Lindsay, Ontario be the possible home of Stelco 40, moved from the NMST?

The CN Thorndale subdivision will be combined with the Guelph sub when both are converted to MBS operation, soon.

Why did John Kelsall move from CP to become vice-president of operations for CN? Was the federal government planning to privatise CN by selling it to CP? It would seem likely that nothing will happen if a minority government is elected on November 21st.

Remember, these are only rumours, but they are interesting, aren't they?

Industrial engines

At St-Luc on September 23rd were AML (ex-CP) 7016, and a blue-painted unit numbered 2348 and lettered for Andrew Merilees. On the right side of the headlight casing was its original CN number, 7947.

BRUCE CHAPMAN

THE TRAIN SPOTTERS

Recent sightings by UCRS members

VIA Toronto Maintenance Centre (MIKE LINDSAY)

VIA F9B 6653 (ex-1964, originally CP 4474), listed as stored, is being cannibalised at Mimico.

VIA F9B 6651 (ex-1962, originally CP 4472) still has CP-style numbers, applied when it was rebuilt by CP for VIA.

Newmarket area (SEAN ROBITAILLE)

GO Transit bi-level coach 2205 passed through Newmarket on a detouring CN 300-series freight at 08:34 on October 5th. - The power was CN 9446, 5359, and 9451; 42 cars back were VIA coaches 118, 105, and 115; 81 cars back were scale test cars 52275 and 52258; the 90th car was 2205, followed by the van, 79591. Many 300-series freights have been detoured on the Newmarket sub this month.

CN 719, September 3, with 5193-9310-9459
 VIA #9, September 14, with 6303-6636
 CN 719, September 16, with 5362-5455
 VIA #10, September 28, with 6536-6429-6652
 VIA #9, October 15, with 6507-6637-6304-15441-15454
 CN 719, October 23, with 9536-9539-4577-4108
 GO 131, October 30, 200-2066-2124-2042-2126-531

At Leaside (ALEX SIMINS)

CP 928, Oct 18, with CP 5748 (Expo)-GATX 5076-CP 5552

At Bayview (ALEX SIMINS)

At 14:11 on October 22nd, Extra CN 3529 West pulling a

few gondolas, CNR 4-6-4 "5700" and a few boxcars.

Hamilton area (DOUG PAGE)

At Hamilton yard, October 15th:

CN Extra East with 5363-5220

At Bayview:

CN 425, October 16, with 2030-5154-4110
 CN 433, October 22, with 9490-9604-9555-7300-4276
 CN XE, October 22, with 9509-5458-9316
 CN XW, October 23, with 5289-2032-2103
 CN 425, October 23, with 9480-5278-7729
 CN 383, October 23, with 9414-5188-2113-7305-1206

Caboosellessness Update

By Gord Webster

CP plans on retaining the caboos on all assignments that involve "long or extensive reverse movements." The following is a list of trains that will be retaining cabooses in the Toronto Area and the reasons why:

Moonlite (Toronto to Owen Sound) - reverse movements and workload

Agincourt Industrial - reverse movements and workload

Leaside Industrial - reverse movements and workload

Uthoff Turn - reverse movements

First, Second, and Third Emery - reverse movements

Cooksville Turn - reverse movements

Obico Industrial - reverse movements

Streetsville Turn - reverse movements

Canpa Industrial - reverse movements

Second Oakville Road Switcher - reverse movements

Port McNicoll Road Switcher - reverse movements

Peterborough Assignment - reverse movements

Nephton Turn - reverse movements

Cobourg Turn - reverse movements

Trains that run from Obico to the MacTier sub, such as 401 and 403, will leave Obico with the units in front and will turn on the lower Galt at West Toronto. The units will then run around the train and operate north to MacTier.

The following locals will have the caboose removed: Lambton Leads, Lambton Tramps, Roustabouts, Pig Obicos, Bays, Wharfs, First Oakville, Ford Turn, and the Circle.

The amount of time saved at Toronto Yard would be 7 hours 22 and minutes daily, the breakdown being: 22 mainline freights entering at 7 minutes each, 24 mainline freights leaving at 7 minutes each, and three daily trips to the van shop at 40 minutes each. There would also be minor time savings in the pull-down crews' reduction of work and the elimination of transferring vans to and from Lambton. The savings are not enough, however, to permit a reduction in the number of assignments.

The only likely use of old cabooses on the Toronto division is for operators' quarters at train order station. CP has decided not to sell any cabooses, because of the their perception that a proliferation of derelict railway equipment across Canada, most of which is in a deplorable condition, brings no credit to the railway company. Accordingly, CP will only consider requests from museums where the equipment will be maintained under cover.

CP has been running cabooselless trains from Sudbury to Thunder Bay. ... To date in 1988, 315 end-of-train units have been ordered. ... All the ETUs are expected to be installed within a year. ... CP plans to use ETUs next on the lines between Montréal, Toronto, and Thunder Bay.

CN currently owns 24 units. ... CN plans on implementation on the transcontinental route and the

Thunder Bay-Winnipeg and Prince George-Prince Rupert lines this year.

Another feature that must be installed before the cabooselless operation begins is an emergency telephone system. This system must be installed "... where rights of way of two railways abut one another and to the extent that there may be a danger of cars from one railway fouling the track of another railway as the result of a derailment..." The system will be installed between "...dispatchers having responsibility for the territory wherein those abutting rights of way exist and such systems shall be used in emergencies such as may require compliance with Rule 102 of the UCOR." This is in accordance with Item 1.29 of the RTC order, number 41300.

Rule 102 of the Uniform Code of Operating Rules stipulates that adjacent tracks must have a red fusee placed on them and be protected in the event of an undesired emergency brake application or sudden stop. The adjacent tracks must be protected until it is determined that they are safe and clear to operate over. Since there will not be a rear-end crew, there is no one at the rear to protect the adjacent tracks. The following is a list of the some of the locations across Canada where Rule 102 applies or where the rights of way are 75 feet or less apart:

Subdivision	Mileage	Dispatcher
CN Oromocto (T.O.)	68.3-69.3	Moncton
CP Fredericton (MBS)	22-22.2	Saint John
CN Montreal, Kingston (CTC)	9.8-24.3	Montréal Desk 5
CP Vaudreuil (MBS/ABS)	3-18.9	West
CN Sherbrooke (MBS, CTC, T.O.)	43.8-43.9	Montréal Desk 8
CP Sherbrooke (MBS)	65.0-65.7	East
CN Stamford (UCOR 105)	1-3	Port Erie
CN Stamford (CTC)	3-3.9	London NI
CP Port Erie (UCOR 105)	0- 2.9	CN St. Thomas
CN Bala (CTC)	129.0-129.9	R.T.C. CB
CP Parry Sound (MBS/ABS)	3-4	Sudbury
CN Bala (CTC)	138.7-138.9	R.T.C. CB
CP Parry Sound (MBS/ABS)	12.6-12.8	Sudbury
CN Bala (CTC)	146.0-146.4	R.T.C. CB
CP Parry Sound (MBS/ABS)	19.9-20.3	Sudbury
CN Weston (CTC)	8.4-9.3	MacMillan yard YB
CP MacTier (CTC)	3.6-4.5	Toronto
CN Oakville (CTC)	37.3-37.5	MacMillan yard YA
CN Dundas (CTC)	0.0-0.6	MacMillan yard YA
CP Goderich (MBS)	0.0-0.8	Toronto
CN Newton (MBS)	14.4	
CP Goderich (MBS)	*66.4	Toronto
CN Strathroy (ABS)	5.2-6.1	London K
CP Windsor (MBS/ABS)	4.9-5.8	Toronto
CN Bala (Interlocked)	1.7-1.9	Cherry Street Tower
CN Bala (CTC)	1.9-2.6	MacMillan yard YB
CP Belleville (CTC)	208.7-209.6	Toronto
CN Weston (CTC)	1.6-4.8	MacMillan yard YB
CP Galt (CTC)	1.5-4.6	Toronto
CN Weston (CTC)	5.1-5.7	MacMillan yard YB
CP MacTier (CTC)	0.2-0.9	Toronto



UCRS and other events and activities

Edited by Ed Campbell

Friday, November 18 - UCRS regular Toronto meeting, beginning at 7:30 p.m. at the Toronto Board of Education, 5th floor auditorium, on College Street at McCaul. Take the subway to Queen's Park station, and walk west, or park nearby. Bob Sandusky will show slides and discuss railfanning in southern Ontario 30 years ago.

Friday, November 25 - UCRS regular Hamilton meeting, at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby. The programme begins at 8:00, and consists of a discussion of railway news items, and slide presentations by members and visitors. All are welcome.

Sunday, November 27 - The Toronto, Hamilton and Buffalo Model Railway Engineers will hold its Christmas Show and Sale at Pavilion 3, 2289 Barton Street East in Hamilton, from 10:00 a.m. to 4:00 p.m.

Sunday, November 27 - Peter Witt streetcar "Farewell trip", sponsored by the CRHA. Trip leaves King and Church Streets in Toronto at 12:00 noon. The fare is \$15.00; phone Werner Kluger at 416/439-8276 for information.

SATURDAY, DECEMBER 3

UCRS Toronto Christmas Tour

Afternoon and evening bus tour of railway and urban transit facilities and points of interest in Metropolitan Toronto, sponsored jointly by the Toronto Transportation Society and the UCRS. Travelling by chartered TTC bus. This trip will include opportunities for night photos. See

the notice attached to this Newsletter for ticket ordering details and time and place of departure.

Sunday, December 4 - Christmas Fiesta at the Ontario Electric Railway Museum (Halton County Radial Railway), 10:00 a.m. to 4:00 p.m.

Saturday, December 10 and Saturday, December 17 - Christmas light show at the Ontario Electric Railway Museum, 7:00 to 10:00 p.m.; tickets \$2.00.

Friday, December 16 - UCRS Toronto meeting. The programme will be announced in the December Newsletter.

Friday, December 23 - UCRS Hamilton meeting, beginning at 8:00 p.m.

Friday, January 20 - UCRS Toronto meeting.

Friday, January 27 - UCRS Hamilton meeting.

Saturday, March 18 and Sunday, March 19 - Toronto Model Railway Show, at the International Centre in Malton.

Reader Exchange

John C. Brown, Photographer and Philatelist, wishes to exchange original slides of Blackpool, U.K. Museums, and selected European cities for Canadian or U.S.A. to expand and exchange collection. Airmail to 6 Greenacres, Tettenhall, Wolverhampton, West Midlands, England WV6 8SR.

CN Kingston (CTC)	238.9-241.5	R.T.C. A	CN York (CTC)	**	MacMillan yard YB
CP Belleville (CTC)	109.6-112.2	Toronto	CP MacTier (CTC)	10.0	Toronto
CN Kingston (CTC)	252.0-256.1	R.T.C. A	CN Halton (CTC)	*	MacMillan yard YA
CP Belleville (CTC)	122.7-126.8	Toronto	CP MacTier (MBS/ABS)	44.	Toronto
CN Kingston (CTC)	263.5-263.7	R.T.C. A	CN Alliston Spur		Toronto
CP Belleville (CTC)	131.2-131.4	Toronto	CP MacTier (MBS/ABS)	58.1	Toronto
CP Belleville (CTC)	*192.6	Toronto	CN Meaford (MBS)	7.5	Toronto
CN York (CTC)		MacMillan yard YB	CP MacTier (MBS/ABS)	91.4	Toronto
CP Belleville (CTC)	*199.5	Toronto	CN Midland (MBS)	56.2	Toronto
CN Uxbridge (MBS)		Toronto	CN Cayuga (CTC)	13.9-19.4	London NI
CP Belleville (CTC)	*203.5	Toronto	CP Niagara Falls (CTC)	10.2-15.7	CN St. Thomas
CN Bala (CTC)		MacMillan yard YB	CN Fergus (MBS)	16.5-18.4	London D
CP Belleville (CTC)	*207.68	Toronto	GRR Waterloo (UCOR 105)	12-3.1	Toronto
CN Bala (CTC)		MacMillan yard YB	CN Watrous (CTC)	235.4-237.9	Saskatoon 1st
CP Havelock (MBS)	176.9	Toronto			

SELECTED OBSERVATIONS FROM WESTERN CANADA

by Bob Sandusky

The following are some brief personal and secondhand observations from trips made to Alberta and Saskatchewan this past summer. In early August I managed a brief escape from a business trip to Calgary to attend to some flanged wheel business.

Instead of the usual ritual of getting digs at a downtown hotel I decided to stay at a motel near the University and commute downtown via the new Northwest LRT; much less expensive, and more interesting. The line has been well documented in previous NEWSLETTER articles by M.F. Jones but I was still impressed by the way in which the alignment had been dodged around existing roads and structures such as the wiggle under 16th Avenue and the total ascent of the North Hill. A visiting motorist would do well to take note of the level crossing lights and gates in the middle of town. There are some unexpected little warnings such as the sign which shows a crossing gate descending on the roof of a car where a driver waiting to turn left across the LRT tracks could get caught short. Rush hour was not much of a panic, and there were seats available on any trains I was on.

Driving north to Red Deer, I hunted down the CP Rail yard in the centre of town. It is on the west side of the line, near the ex-passenger depot. Being evening, the motive power was lined up, with some units being fuelled from a tank truck. Strange to see huge SD40s dependent on a little truck. Anyway, the lineup on August 4 included GP35 5006, GP38AC 3018, GP38-2s 3074, 3079 and 3012 as well as SD40s 5744 and 6035.

Wanting to see the new shortline, the Central Western, I made a fast trip over to Stettler before sunset. The headquarters of CWR was found at the east end of Stettler, which is a average

sized prairie town. Here the ex-CNR Camrose to Dinosaur Junction line intersects the CP Lacombe Subdivision.

About one kilometre south of the diamond CWR set up camp by situating a couple of ATCO portables beside the mainline. It appeared to be where the CN station must have been. They inherited two sidings, some section houses and a string of grain elevators to serve. The sidings and mainline were all occupied by equipment and motive power. Unfortunately, no one was around to question, but what was seen were the CWR's two GP7-U8s, 4301 and 4302, both shut down for the night. Both engines are in a Morrison-Knudsen paint scheme of sand-yellow and black. Only 4301 has red-edged, black M-K stripes. These chopnosed Geeps started life as Pittsburgh & Lake Erie 5680 and 5679 in 1951 and were renumbered in reverse order. They have snowplow pilots only on the cab end. The third engine, a GP9, was not to be seen. The rolling stock included ex-CP 40001 (a former baggage car), ex-CP heavyweight sleeper VERDUN in red with black trim, and ex-CP TRACY in green and silver and now lettered COMMONWEALTH.

A real surprise was to find CNR 4-6-0 1392 (dead) at the north end of the yard. This belonged at the Alberta Pioneer Railway Association museum near Edmonton, but here it was at Stettler, looking as though it had been under steam recently. The rods had been removed for dead haulage. Another CWR item was a gondola which had been converted to a flatcar by removing the side plating with a cutting torch but leaving the vertical reinforcing ribs intact like built-in stakes. It looked a bit like an animal after piranhas.

The Central Western's operator is Tom Payne, an ex-CP engineer who began working on the concept of this shortline in 1981 and finally got the first train running on December 4, 1986. It began as a non-union operation with 12 employees but two unions laid a complaint with the Canadian Labour Relation Board who decided in favour of using union labour. CWR appealed but the Federal Court of Appeal upheld the CLRB order. Now, CWR has appealed to the Supreme Court of Canada.

Meanwhile, the line is profitable so far. It has a lot of local support among shippers. One of them was sending out 5,000 tonnes per year under CN operation. That has increased to 18,000 tonnes now since CWR responds quickly to customer orders and keeps the cars moving. There is talk of CWR eyeing the Morinville to Athabaska branch as another potential operation.

One currently fortunate aspect of the Central Western's 109 mile line is its being situated in an area of the province less affected by this year's drought than others. This bodes well for the traffic CWR needs to survive.

My friend Alan Thomas was in Saskatchewan in July to explore branch lines. He reports that, on branches with light rail (e.g., 60 lb.), many were being worked during the evening or night to minimize the impact of rails stressed by heat of day. Not too good for train chasing, though.

CNR was running out of Moose Jaw about 4 p.m. A lot of ex-Northern Alberta power was spotted in MU lashups. At Regina, power was not being turned, so you could catch some on the head end. The CN Lewvan Sub. from Regina to Northgate was removed through the city a few years ago (and paved). Trains now leave town heading town southeast and cut onto CP's Tyvan Sub. to regain access to the Lewvan beyond the city. Though a Burlington Northern connection is made at Northgate, CN does not route a lot of traffic south. One turn also runs to Willow Bunch, a 225-mile journey from Regina.

Further north, at Prince Albert, were 18 of CP Rail's RS23s, unique Canadian models. Some were on Monday and Wednesday runs to Meadow Lake, others on three runs per week to Lanigan. CN was running three days per week to Melfort, and some A units were seen here. CP uses trackage rights to enter Prince Albert as well as to reach its Meadow Lake branch. One large mill in Prince Albert is switched by both CN and CP: CN in the morning, CP in the afternoon. The rail bridge out of Prince Albert over the South Saskatchewan River has a disused swing as a memento of earlier river traffic.

► Sandy Worthen, Apt. 1103, 47 Thorncliffe Park Drive, Toronto, Ontario M4H 1J5, (416) 421-0842, has for disposition the following publications to be given away "as is, where is": TRAINS, 12 issues, 1984/85; 13 issues, 1985/86; 12 issues, 1986/87; RAILWAY MAGAZINE (UK), 12, 1985; 12, 1986; 12, 1987; CANADIAN RAIL, 8, 1984/85; MODERN RAILWAYS (UK), 6, 1985/86; NATIONAL RAILWAY BULLETIN, 5, 1984/85; 4, 1985/86; 7, 1986/87; B&M RR Hist. Soc. BULLETIN, 3, 1984/85. Requests in writing for these publications will be processed in the order received. Single issues will not be provided. Delivery details will be completed after requests have been accepted.

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