

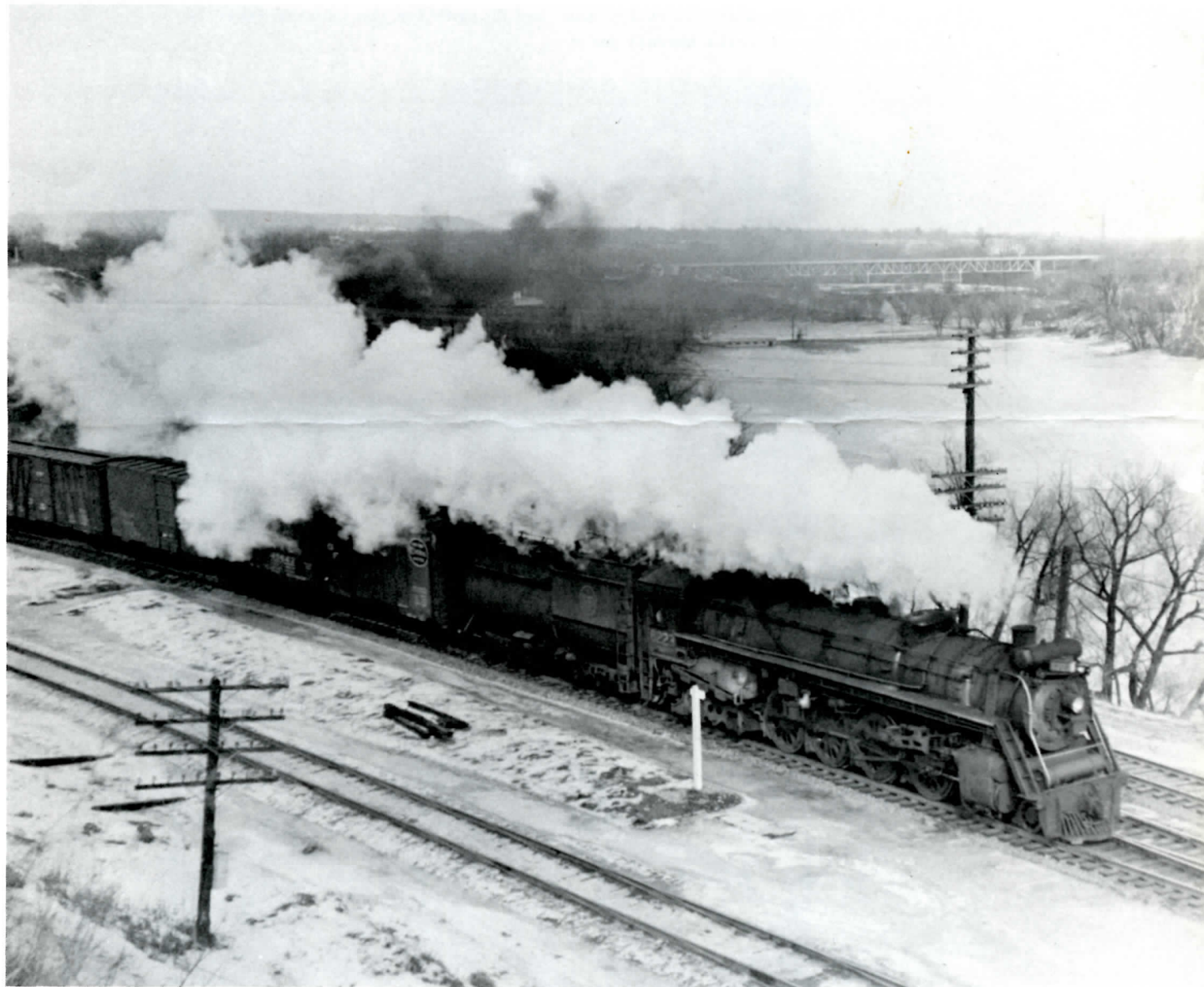


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Newsletter

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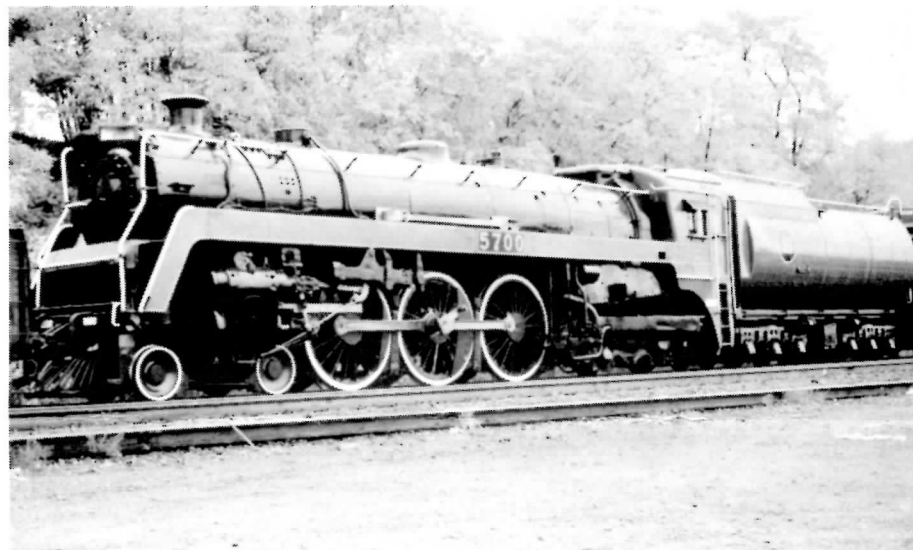
MERRY CHRISTMAS

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



THE CPR station in Peterborough, Ont., which the city plans to take over and convert to a tourist information centre, possibly moving in the process (see November NEWSLETTER). The brick structure is located on George St., in the downtown area; VIA uses a shelter erected adjacent to the station, rather than pay CP rent for use of this facility.

--Charlie Randall photo



CNR K5a Hudson is towed through Bayview Junction on Oct. 22, 1988, en route to a new display site at St. Thomas, Ont. Note the main rod removed and stored on the running board to permit movement at track speed. The engine, ex-5703, is one of five 4-6-4s built for CM in 1930; sister 5702 survives at the CRHA Delson museum near Montreal.



The CNR, ex-Grand Trunk Burlington West (formerly Burlington) station on Brant St., recently abandoned by VIA in favour of a new joint facility with GO Transit about half a mile to the east. The venerable building's future is not known, but railfans would be wise to aim their cameras at it without delay.

--Ben Mills photo

RECENT



Government of Ontario Transit

COMMUTER
BULLETINSGO TRAIN HONOR FARE SYSTEM STARTS OCTOBER 30

Beginning October 30, a new ticketing system called Proof of Payment, or POP, will put GO Train passengers on their honor.

Under the new system, which takes effect on the Lakeshore line on Sunday the 30th, and on the weekday-service Georgetown, Milton, Richmond Hill, Bradford, and Stouffville lines on Monday the 31st, GO Train riders will no longer have to deposit their ticket or show their pass to an attendant when entering and exiting stations. Instead, they will need to produce proof of fare payment -- a valid ticket or pass -- only when asked to in spot checks by GO's transit enforcement officers.

The new system will mean more convenience for passengers, especially commuters who travel regularly on a monthly pass, GO Transit Chairman Lou Parsons noted. "Our monthly pass holders will find POP suits their needs perfectly, as they will now be able to simply board the train on arrival at the station without lining up to show their pass to an attendant," he said.

Those who prefer to buy a ticket prior to each trip will also benefit. Currently, they must deposit a ticket half upon entering their GO station and again when exiting at their destination. "With the new system, passengers simply buy their ticket and hold on to it," Parsons explained.

POP was introduced by GO in 1985 on the Milton rail line and has worked well there. GO expects the system to be equally successful across the full train network and is studying further expansion of POP to include the extensive GO Bus network.

POP POINTERS

Your POP ticket shows the **time** and **date** (year/month/day) that it was sold, travel **origin** and **destination**, and **fare category** (adult, senior or child). These are the details checked by the enforcement officers and bus drivers..

Single ride

This ticket is validated at the time it is sold and it must be used immediately on the next available trip only, after which it will expire.

Multi-ride tickets

Each time before riding, cancel one trip on your 2-ride or 10-ride ticket by inserting it into the Station Ticket Canceller with the black stripe facing down, and then check it for the time and date stamp. Keep it until all rides have been taken.

Be careful not to damage or mark this ticket when you store it. It folds into a handy business-card size for easy storage.

If you use a multi-ride ticket for a trip that includes both the GO Train and the GO Bus, the bus driver will punch-cancel one of the diamonds for the bus portion of your ride; you must also insert it in the Station Ticket Canceller to cancel one ride for the rail-portion.

Monthly pass

A valid pass for the calendar month allows you to walk directly onto the train without stopping to show it to the attendant. At the time of purchase, check your pass to ensure it is correct.

Fare integration

GO monthly pass users can still buy a Mississauga Transit sticker for \$8.50 and it will be affixed to the front of the pass. On Brampton Transit, Burlington Transit, Oakville Transit, and Pickering Transit GO monthly passes and POP tickets are your ticket for a free ride to and from the rail station.

Tuesday, November 22, 1988

GO TEST TRAINS GIVE FINAL SEAL OF APPROVAL
TO NEW TRACK EAST OF PICKERING

Test trains will be out on GO Transit's new track between Pickering and Whitby

P.5

Upper Canada Railway Society

Newsletter

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The **Newsletter** is published monthly by
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Membership dues for the calendar year 1989 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S.A. or overseas. Please send inquiries and changes of address to the Membership Secretary at the above address.

Message from the President

At its meeting of November 23rd, the Board of Directors formed a Nominating Committee to search for nominees to fill the three positions of Director that come open at the 1989 Annual General Meeting. If you would like to suggest any member for consideration, please contact me, or any other member of the Committee: Ken Andrews, Art Clowes, Rick Eastman, and Pat Semple. The job as Director requires a commitment of effort and time. Each year, we elect three Directors to serve for a term of three years. The positions that each Director holds are determined by the Board at its first meeting after the Annual Meeting. Can I expect to hear from you? Thank you.

PAT SCRIMGEOUR

CP Orangeville station

CP Orangeville station's new location is on Armstrong Street on the south edge of the East Broadway business district. Renovation work is under way, as the interior is being rewired and refurbished. A new stairway is being installed into the deep basement and it appears the roof will receive new wooden shingles. The station site in Orangeville yard has been levelled and cleaned up and the historic Toronto, Grey and Bruce plaque has disappeared. One wonders where it will reappear. Down the line at Cataract, track removal began recently on the Elora branch. On October 10 the portion between Cataract Junction and Erin had just had the ties removed.

— Bob Sandusky

TTC class A-7 MU PCC car 4434 has been acquired by the Ontario Electric Railway Historical Association from a previous owner who was using it as an outbuilding near Lynden, Ontario. The unit, including trucks, was delivered to the Association's Halton County Radial Railway property on October 31. Track plow TP-11 and the group's Case bulldozer were used to haul 4434 off the transporting float for movement into Barn #2 at the west end of the property.

Is this the first case on record of a PCC car having been sold for non-railway use and subsequently having been "rescued" for a return to the rails?

INFORMATION FROM OERHA "RADIAL REPORT"

A magic moment occurred at the November Toronto meeting when no less than four members who date back to the pre-1941 predecessor group of the UCRS gathered in conversation at the front of the room, they being Numbers 4, 10, 11, and 13. Your Editor, Number 27 and never a member of that early group, was strictly the youngster in that gathering.

Corrections

The November **Newsletter** suffered some unfortunate glitches, perhaps a product of the attempt to publish an extra large issue. The photo caption on Page 2 under GO Transit 522 should, of course, have referred to the new units as Model F59PH. In the Yonge Subway "Beefup" article, an obviously erroneous reference is made to a 1'92" headway in the second stage of the program. This should read 1'52", the correct translation of the 112 second headway to be operated at that stage.

We have been advised that CP Rail has not operated trains without cabooses in northern Ontario, contrary to the statement in the "Cabooselessness" article. Also, the pasteup process inadvertently omitted the last segment of the list accompanying that article. It is presented below.

CP Wilkie (MBS)	48.1-50.6	Saskatoon
CN Gladstone (MBS)	36.5-37.4	Winnipeg 6th
CP Minnedosa (MBS)	34.4-35.3	Winnipeg
CN Kinghorn (MBS)	129.3-130.8	Winnipeg 5th
CP Nipigon (CTC)	65.0-66.5	Schreiber
CN Kashabowie (Yard limits)	0-1.5	Winnipeg 5th
CP Nipigon (ABS)	126.5-128.0	Schreiber
CN Oak Point (MBS)	5.4-7.6	Winnipeg 7th
CP Carberry (Yard limits)	3.5-5.7	Winnipeg
CN Ashcroft (CTC)	55.9-58.3	Kamloops K
CP Thompson (CTC)	53.5-55.9	Vancouver
CP Thompson (CTC)	*44.0-44.1	Vancouver
CN Ashcroft (CTC)	58.7-58.8	Kamloops K
CP Thompson (CTC)	*56.4-57.0	Vancouver
CN Ashcroft (CTC)	**59.1-59.4	Kamloops K
BN Vancouver (CTC)	#141.7-142.7	BN New Westminster
CP Westminster (UCOR 105)	7.4-8.4	Vancouver

Notes

* CP Rail's right of way elevated above CN's

** CN right of way elevated above CP's

CN has running rights over this portion of Burlington Northern.

In the September **Newsletter**, an error was introduced during editing into John A. Fleck's article, "To Expo 86, Part 2": the gondola at Lake Louise reaches an elevation of 2036 metres a.s.l.

Cover:

CNR Northern 6223 trails a plume of white smoke above a westbound freight just west of Bayview Junction, Ontario, on a bleak winter day some 30 years ago. In the background may be seen Coote's Paradise and the old highway bridge that has since been replaced. The locomotive is a mate to famed fantrip engine 6218, now preserved at Fort Erie, Ontario.

this week, making final checks of its extension of the Lakeshore East line before service begins next month. Under scrutiny are the signal system and the performance of new coaches and locomotives recently purchased by GO to help service the extension.

GO Train service will begin with the morning rush hour on Monday, December 5. The first trains out of Whitby headed for Union Station will leave at 0546; the first train out of Ajax will depart at 0553. Trains will operate as they currently do on the Lakeshore line, with hourly service every day and evening, and 20-minute service at weekday rush hours. With the extension, passengers destined for Ajax and Whitby will no longer have to connect by GO Bus at Pickering.

NEW GO STATIONS READY FOR DECEMBER 5 START

The new Whitby GO Station at Highway 401 and Brock Street is now finished and ready to open for business on schedule. The building features a Victorian-style design to complement the town's existing architecture. Platforms are also complete and ready for passengers to take advantage of extended GO Train service east of Pickering.

At Ajax, the new GO station and parking lot are complete, and the platform is scheduled for completion on November 30. Boarding facilities at all three stations have been designed to accommodate the new Proof of Payment (POP) honor ticketing system, which went into effect across the GO Train network last month.

NEW OSHAWA-TORONTO BUS AND TRAIN SERVICE

On Monday, December 5, we will be revamping the entire Oshawa-Toronto bus and train eastern system, making Whitby the new bus-train transfer point and the hub of the bus network.

You will be able to ride the train from Whitby station (Brock St. south of Hwy. 401) or from the Ajax station (Westney Rd. S. & Fairall St.) to Toronto, or beyond, without transferring from a bus to the train. You will find ample parking at Whitby (1,000 spaces) and Ajax (700 spaces). And GO will now be able to serve you from a station that is closer to home so you can avoid the drive to Pickering, Rouge Hill or Guildwood station.

As a result of the extension of rail service to Whitby, the Oshawa-downtown Toronto bus service will be discontinued on Monday, December 5.

MINISTER OF TRANSPORTATION TO OFFICIALLY OPEN EAST EXTENSION OF LAKESHORE GO TRAIN SERVICE

On Sunday, December 4, 1988, GO Transit's \$109-million extension of its Lakeshore train service from Pickering to Whitby will be officially opened. The public is invited to take part in the festivities and join Ontario Minister of Transportation Ed Fulton as he conducts opening ceremonies at Pickering, Ajax, and Whitby GO stations.

Brief ceremonies will be held at Pickering station (Bayly Street and Liverpool Rd.) at 11:30 a.m., and at the new Ajax station (Hwy. 401 and Westney Rd.) at 12 noon. Those who attend the ribbon-cuttings at Pickering and Ajax will be invited to board two ceremonial GO Trains for Whitby which will burst a banner strung across both tracks at the new station there (Hwy. 401 and Brock St.); a 12:30 p.m. ceremony following the banner-breaking will be the main official opening of the new line, which goes into service the next morning, Monday, December 5.

Spectators in the Pickering, Ajax, and Whitby areas can ride free to each of the stations on their local transit bus system. The public is asked to call Pickering Transit Dial-a-Bus at 683-4111, Ajax Transit at 427-5710, and Whitby Transit at 668-5803 for times and pick-up points.

The Ajax Navy League Band will be on hand at Ajax station to greet the ceremonial trains. At Whitby, the Whitby Brass Band and Henry St. High School Band will entertain.

Note to press: A unique photo opportunity will be staged at the Whitby station platform at approximately 12:30 p.m.: the two ceremonial GO Trains will run parallel in the same direction to burst a banner strung across both tracks as they enter the station for the Whitby opening.

In keeping with the Christmas spirit, the festivities at Whitby station will include a visit by Santa Claus, who will be the honorary engineman after the official opening ceremony for free train rides between Whitby and Pickering until approximately 3 p.m.

Santa will be assisted by elves, clowns, a Dixieland band and Christmas carollers. The first 2,000 visitors to the stations will receive their choice of a souvenir GO toque or tote bag.

ADJUSTMENTS TO THE HAMILTON-TORONTO BUS & TRAIN SERVICE

Starting on Monday, December 5, there will be a number of minor changes to the Hamilton-Toronto bus and train schedule as a result of GO's extension of rail service to Ajax and Whitby.

On September 19, the Appleby station opened and added to the regular stops on the through Hamilton-Toronto trains. We remind you about the bus alternative which lets you get back to your car if you miss the last westbound Toronto-Hamilton train: the 1843, 1943 and 2043 train departures from Union will each have a connecting bus, signed Burlington, which will stop at Oakville West and Appleby stations on request. Make your request known to the driver when you board the bus at Oakville.

ADJUSTMENT TO STOUFFVILLE TRAIN SCHEDULE

Starting the morning of Monday, December 5, the southbound train will depart six minutes later from Stouffville and arrive at Union Station at 0811. The adjustment is necessary for the smooth coordination of this service with the revamped Lakeshore East schedule.

MILTON LINE GO TRAIN SERVICE EXPANDS JANUARY 9

GO Train service on the Milton line will increase from three to five weekday round trips on January 9, 1989.

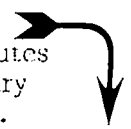
The increase, which includes the introduction of an early-evening homebound train from Toronto, will greatly improve commuter train service for the rapidly growing urban areas of Halton and Peel Regions west of Metropolitan Toronto.

Track and signal upgrading of the line has been completed, and GO will have enough new bi-level cars in hand by January 9 to equip the new trains. The upgrading cost \$18.8 million and included the expansion of Erindale station in Mississauga; the service runs from Toronto's Union Station on CP Rail's line through Mississauga to Milton.

GO expects the improved service, especially the early-evening train, will attract many of the passengers who now ride the Lakeshore West trains.

The January expansion will increase Milton line frequency from three to five rush-hour trains into Toronto in the morning, and from three to four rush-hour trains from Toronto in the evening, plus a fifth homebound trip for commuters returning home later than the normal rush hour.

The 50 km Milton line serves Kipling, Dixie, Cooksville, Erindale, Streetsville, and Meadowvale stations en route between Toronto and Milton.



SOUTHBOUND READ DOWN	MONDAY TO FRIDAY (Except Holidays)		NORTHBOUND READ UP
	Zone	Train Numbers	
153	2	152	152
07 14	73 Lv	Stouffville GO Stn. Ar	18 17
07 27	71	Markham GO Stn.	18 04
07 33	71	Unionville GO Stn.	17 58
07 39	71	Milton GO Stn.	17 52
07 45	7	Ancourt GO Stn.	17 46
07 54	6	Scarborough GO Stn.	17 37
08 04	6	Danforth GO Stn.	17 30
08 11	2 Ar	Toronto-Union Station Lv	17 20

ANOTHER ONTARIO TOURIST RAILWAY PROPOSAL

Based on material appearing in the Brantford Expositor, forwarded by Orin P. Maus

Representatives from the Brampton-based Ontario Locomotive and Car Company appeared before the Paris, Ontario town council on October 18 to outline a proposal for setting up a seven-kilometre (4.35 mile) tourist railway north of Paris to be called the Grand Valley Railway. Company vice-president David Jackson said that his organization, established in January, already has purchased a small antique diesel locomotive (from CRHA, T&Y) and has approached CP Rail about acquiring part of the Simcoe subdivision (Lake Erie and Northern Railway) which runs from Galt to Simcoe. "It's very simple really, as long as CP Rail will co-operate," he told the press. "They are now willing to talk about a purchase price."

CP Rail plans to file a formal application to abandon this line soon. If the National Transportation Agency approves the abandonment, two Curtis Avenue companies, Mitten Vinyl Inc. and Paris Technical Ceramics, would be left without rail service. If OLCC acquires the land it needs

and receives provincial government approval for the Grand Valley Railway, the tourist railway equipment could be used to service the two companies stranded by the abandonment, Mr. Jackson said.

OLCC, comprising people "with extensive experience in the technical, operational and business requirements of the tourist railways," hopes to begin operating by May 1990. The current proposal calls for a train with two cabooses, carrying passengers along the east bank of the Grand River at about 10 m.p.h. on a one-hour round trip. The proposal also includes plans to build a gift shop, parking facilities, passenger platforms and picnic area at the halfway point on the line. Initially, the railway would operate on weekends from May to Thanksgiving, but service would expand to six days a week when the railway established itself, Mr. Jackson said. He estimates that between 100 and 200 people would ride the operation every weekend. Seasonal employees might be hired from the community

depending on the demands of traffic.

Mr. Jackson is confident that the railway will prove itself since that many similar operations in the United States have succeeded. He feels that the company could service Mitten Vinyl and Paris Technical ceramics by moving freight cars from the plants to a location where CN could effect pickup. This would depend on someone, possibly the Town of Paris, purchasing railway land in town as necessary to set up rail connections between the Curtis Avenue plants and the CN line.

Paris Mayor Jack Bawcutt said that he could not predict whether council would consider buying the land. But he called the tourist railway proposal "most interesting" because it involves drawing more tourists to the area and preserving rail access to two local industries. "At the moment we can't make any commitments one way or the other," he said after the council meeting. "It's certainly a vast improvement over losing the rail line altogether."

Mark Foster, plant manager for Paris Technical Ceramics, said his company plans to oppose CP Rail's application for approval to abandon the line. If approval is given, the company probably would be open to the tourist railway proposal. "We're receptive to any idea that can help us keep our rail service," he said. The company, which started operating about a year ago, depends on the line for shipments of clay from the southern U.S. Transportation costs would increase about 50 per cent if the company were cut off from the railway, Mr. Foster said. Paris

Technical Ceramics is hesitant to give up its rail connection because it has sunk "tens of thousands of dollars" into the construction of private rail sidings and box car unloading equipment over the last two years.

The Expositor editorialized on the OLCC proposal in part as follows: "In an earlier age, when the railway was king, the tracks alongside the Grand River bustled with trains carrying families on day trips, from Galt and Brantford south to the Lake Erie shore at Port Dover. The automobile put an end to the trolley runs along the Grand, but the proposal by a Brampton-based business to develop a stretch of the route as a tourist railway may ensure that at least a small piece of that memory is preserved...."

There is a lively little operation running out of Port Stanley, the lakeside community south of London. These mini-railways appeal to all sorts of different people, from the dedicated railfans to tourists looking for a pleasant and relaxing way to spend an afternoon. They also function as rolling museums, serving to remind riders of what life was like before cars became commonplace.

The specific proposal for the Grand Valley Railway would coincide quite nicely with the projected opening of the Telecommunications Discovery Centre in Brantford.... The Grand Valley Railway might just entice travellers to stay overnight. That means more money spent in local motels, restaurants and shops. If they are successful, they'll have a whole lot of people in Brant eager to go along for the ride.



TENDER FOR Sale and Removal of Track Materials Mile 11.00 Burford to Mile 32.59 Tillsonburg Burford Subdivision, Ontario

Project No. 814195

Work consists of: Option 1 — purchase and removal of rail, scrap track ties, splice bars, fastenings and turnouts; Option 2 — purchase scrap track ties, turnouts and fastenings; certain rail, splice bars and three turnouts to be dismantled and loaded onto C.N. cars at Brantford and/or Tillsonburg, Ontario (approximately 21.59 miles of track).

Sealed tenders will be received up to 12 o'clock noon, Monday, 29 August 1988 E.D.S.T., in Toronto, Ontario.

Tendering documents may be obtained from 97 Front Street West, Suite 463, Union Station, Toronto, Ontario M5J 1E7.

For Contract information phone (519) 667-2437, Mr. R. Constable

For Tendering documents phone (416) 860-2167, Ms. S. Albee

The highest or any tender not necessarily accepted.

Office of Regional Manager Purchases & Materials
Canadian National Railway Company
Toronto, Ontario



TENDER FOR

**Sale and Removal of Track
Material**

**Mile 56.0 Forfar to Mile 85.0
Harrowsmith**

Smith Falls Subdivision, Ontario

Project No. 819058

Work consists of: purchase and removal of rail and scrap track material such as ties, tie plates, splice bars etc. (approximately 29.00 miles of track).

Sealed Tenders will be received up to 12:00 o'clock noon, E.D.S.T., Friday, 30 September 1988, in Toronto, Ontario.

Tendering Documents may be obtained from 97 Front Street West, Suite 463, Union Station, Toronto, Ontario, M5J 1E7.

For Contract Information phone: (613) 369-2268 — Mr. R. McMaster

For Tendering Documents phone: (416) 860-2167

The highest or any Tender not necessarily accepted.

Office of Regional Manager
Purchases & Materials
Canadian National Railway
Company Toronto, Ontario



TENDER FOR

**Sale and Removal of Track
Materials**

Mile 3.26 to Mile 5.08

Pt. Edward Spur — Ontario

Project No. 814211

Work consists of: Purchase and removal of rail, track ties, splice bars, turnouts, etc. (approximately 3.48 miles of track).

Sealed tenders will be received up to 12 o'clock noon, E.S.T., Thursday, 10 November 1988, in Toronto.

Tendering Documents may be obtained from 97 Front Street West, Suite 463, Union Station, Toronto, Ontario, M5J 1E7.

For Contract information phone: (519) 667-2437 —

Mr. R. Constable

For Tendering Documents phone: (416) 860-2167

The highest or any tender not necessarily accepted.

Office of Regional Manager
Purchases & Materials
Canadian National Railway
Company
Toronto, Ontario



TENDER FOR

**SALE AND REMOVAL OF TRACK MATERIALS
MILE — 0.5 TO MILE 1.5 —
OAKVILLE SUBDIVISION
CN HIGH LINE TRACK
TORONTO, ONTARIO**

Project No. 819166

Work consists of: purchase and removal of track material such as turnouts, switch stands, ties, etc. (approximately 6 km of track).

Sealed tenders will be received up to 12 o'clock noon, Monday, 28 November 1988, E.S.T., in Toronto.

Tendering Documents may be obtained from 97 Front Street West, Suite 463, Union Station, Toronto, Ontario, M5J 1E7.

For contract information phone: (416) 860-2510 — Mr. P. O'Connor
For Tendering Documents phone: (416) 860-2167

The highest or any tender not necessarily accepted.

Office of Regional Manager
Purchases & Materials
Canadian National Railway Company
Toronto, Ontario

--The above are press advertisements recently placed by CN for track removal on abandoned lines in Southern Ontario. It seems both ironic and inappropriate for these to be labelled "projects," a word that is usually applied to something that is progressive and constructive.



Motive power and operations

Edited by Pat Scrimgeour

Contributors

Bruce Acheson, Burlington
 Ralph Beaumont, Paris
 Bruce Chapman, Ottawa-Montréal
 Art Clowes, Toronto
 Ray Corley, Scarborough
 Rick Eastman, Scarborough
 Harold Glover, Scarborough
 Francis Gooch, Smiths Falls
 Rick Jelfs, Toronto
 Mike Lindsay, Burlington
 Dave O'Rourke, Toronto
 Doug Page, Hamilton
 Gray Scrimgeour, Leaside
 Pat Scrimgeour, Toronto
 Alex Simins, Weston
 Dave Smith, Toronto
 Dave Stowe, Hamilton
 Gord Webster, Toronto
 Stu Westland, Etobicoke
 Pacific Coast Division CRHA "The Sandhouse"
 Bytown Railway Society "Branchline"

GO Transit

Whitby service opens, December 4th

The GO Transit extension east from Pickering to Whitby was officially opened on December 4th. This new service is operated over the new GO subdivision, the first track owned by GO Transit. The GO sub was originally part of the planned GO-ALRT electric railway line, which was cancelled in 1985. The land assembly and the grading of a "prebuild" section of the line had been completed; after some design changes, the line was built as a conventional main-line railway.

The line was built mostly on provincial land adjacent to Highway 401, and engineering was closely coordinated with the parallel CN Kingston subdivision, the main line between Toronto and Montréal. Private contractors built the track, the signal systems, and the stations. The line is controlled, operated, and maintained by Canadian National for GO.

From a connection with the Kingston subdivision just west of Pickering, at Durham Jct, the two tracks of the GO subdivision pass under the CN York subdivision, the freight line to the north of Toronto. At Liverpool Road, opposite, and connected underground to, the original GO train terminus at Pickering, is a side-platform station. To the traveller, this is simply another platform at Pickering station, but to operating personnel it is known as Pickering North station. The two new stations, both centre-platform, are Ajax North and Whitby North. Again, GO Transit simply refers to these as Ajax and Whitby. At Whitby North, the tracks end, until they are extended to Oshawa in the future. There are three double-crossovers on the line, at Bayly (just west of Pickering), Harwood (east of Ajax), and Henry (just west of Whitby). At Henry, a third track has been built for overnight storage of trains. There is no connection with any other line except at Durham Jct.

The GO subdivision was opened for testing at 00:01 on November 19th. For two weeks, test trains ran between Durham Jct. and Whitby North. The subdivision is controlled by CTC, but was operated under UCOR Rule

266, giving trains exclusive authority to operate over a certain piece of track, for a specified time. Test trains operated mostly in the evenings, with all types of GO equipment. Finishing work was completed on the stations, and the signal system was fine-tuned during this time.

The opening ceremonies took place on December 4th. Two trains, each with a 520-series F59PH, ten new 2200-series bi-level cars, and a GP40-2 (700-series), were parked slightly to the west of Pickering North station. After brief comments from representatives of GO Transit and provincial, regional, and municipal government, a red ribbon was cut, and both trains entered the station. The hundreds of onlookers boarded the trains, which proceeded to Ajax North, still travelling in tandem. There, a similar opening was conducted, and it was on to Whitby North for the main ceremonies.

At the west end of the platform, both trains broke banners at the same time, and the passengers alighted and moved to the main station building to the north. The speeches there were accompanied by a brass band and sandwiches. Following the formal part of the day, the two trains ran between Whitby North and Pickering North for the next two hours.

The first day of service was the next day, Monday, December 5th. All trains which formerly began and ended at Pickering now serve the two new stations. Service on the first day was delay-prone, the delays having been attributed to signal difficulties and misunderstandings among some crews. By the second day (the day this was written), service seemed to be operating properly, but carrying more people than ever on the Lakeshore East.

PAT SCRIMGEOUR

New GO timetable, December 5th

The new timetable includes very significant changes, mostly related to the opening of the eastern GO train extension from Pickering to Whitby.

Lakeshore Rail, Off-peak - In simplest terms, the off-peak schedule now operates with four trainsets instead of three. The schedule west of Pickering is changed by only minutes at each station. Trains lay over between runs at Whitby for 42 minutes, and at Oakville for 10 minutes. The station times along the route have been changed as follows:

Westbound (down)		Station	Eastbound (up)	
Time	Change		Time	Change
:46	New station	Whitby	:04	New station
:53	New station	Ajax	:55	New station
:58	2 min earlier	Pickering	:50	No change
:05	1 min earlier	Rouge Hill	:43	1 min later
:12	No change	Guildwood	:38	1 min later
:17	No change	Eglinton	:34	1 min later
:21	1 min earlier	Scarborough	:29	No change
:26	1 min earlier	Danforth	:23	No change
:37	No change	Toronto Union	:13	No change
:43	No change	Toronto Union	:07	No change
:48	No change	Exhibition	:01	3 min later
:53	4 min earlier	Mimico	:55	2 min later
:58	4 min earlier	Long Branch	:50	2 min later
:04	3 min earlier	Port Credit	:44	1 min later
:11	2 min earlier	Clarkson	:38	1 min later
:20	No change	Oakville	:30	No change

Lakeshore Rail, Peak periods - In the peak periods, there are only two major changes. The first, of course, is that all

trains (with one exception) serve Ajax and Whitby. The second is the addition of one new westbound train from Whitby in the morning rush hour. This train, number 951, leaves Whitby at 07:06 and stops at Ajax, Pickering, and Rouge Hill, then runs express to Toronto. The following train, 953, leaves Pickering at 07:25 (this is the only train to begin or end at Pickering), makes all stops except Scarborough, and arrives at Toronto at 08:03. Following that, some of the Scarborough passengers are picked up by the train from Stouffville, and the rest can take the next regular train, 9 minutes later. This is the first use of this "layered" service on the east end; on the west side, this happens three times in the morning.

Some of the smaller rush hour changes are... Train 977, westbound from Whitby at 16:14, now makes all local stops instead of running express ... 7 trains have had their departure or arrival times shifted slightly at Toronto ... 10 trains which have slightly different running times on weekdays from their times on weekends have been renumbered by the addition of 1000 to the number; for instance, train 905 runs 1 to 4 minutes later on weekdays than on Saturdays, and is now designated as 1905.

Other Rail Corridors - Only one change: the morning train from Stouffville runs 6 minutes later. There are no changes to the other rail services. The timetable includes the new times for the Milton trains, effective on January 9th, as shown in last month's Newsletter. The new evening train will be added at that time.

Connecting buses - The bus connection from Pickering to Oshawa has been re-routed to Whitby, and has been consolidated with the Oshawa-Bowmanville service. Now, there are buses to or from Bowmanville connecting with every train, with the exception of 5 peak-period trains in the off-peak direction, which connect only to Oshawa. ... Through buses between Oshawa and downtown Toronto have been discontinued. ... The cross-town route from Oshawa to Yorkdale has been rerouted to serve the Whitby and Ajax stations, and no longer serves the station at Pickering. Thus, no GO bus routes now use the Pickering station.

PAT SCRIMGEOUR

Disposition of the GP40TCs

Amtrak has purchased the eight GP40TCs recently withdrawn from service by GO Transit, for \$2.3-million. The engines were delivered to Amtrak's Beech Grove shop where the electric supply to the train will be changed from 575 volt to 480 volts, event recorders will be installed, 96-channel radios will be installed, the units will be painted, and the gearing will be changed to Amtrak standards. The TCs will initially go into service on short-distance routes in the midwest, freeing F40PHs for long-distance trains.

PASSENGER TRANSPORT VIA PS

Additional GO Transit bi-level cars

Ontario Transportation Minister Ed Fulton recently announced an order for 60 additional bi-level GO Transit cars, worth \$85.6 million, which will begin service by mid-1989 in the Greater Toronto Area. "This is a major initiative evidencing my government's commitment to the transportation directions for the Greater Toronto Area that I announced last May," said Fulton. "At that time we determined that the expansion of GO Transit services had to be immediately expedited in order to meet the needs of this important economic region of Ontario." The acquisition of these additional cars is in response to the rapid urban growth and benefits this region which is critical to Ontario's international competitiveness. The 60 new cars will be used to replace old (single level) cars, lengthen existing trains, and to provide new services over

the whole rail network.

The new contract with UTDC, a subsidiary of Lavalin Industries, calls for 42 standard coaches and 18 cab cars. The cars are designed and manufactured in Thunder Bay, Ontario. Delivery of this fourth order for bi-level cars will bring the total of such cars on the roster to 274.

MINISTRY OF MUNICIPAL AFFAIRS "BACKGROUND" VIA SW

Mid-train powered GO trains

GO Transit's recent order of 18 additional cab cars is one step closer to having the motive power placed in the middle of the consist. GO wants to put motive power in the middle of the train and control the train by cab car at each end, thus eliminating the need for two engineers. GO is currently required to have two engineers in an engine but only requires one in the cab car (the same as a Budd car). If, however, the engine were in the middle of the train, it would be unmanned and GO would only require the one engineer.

Canadian Pacific

Delivery of new 9000s

The first of the new SD40-2Fs, numbers 9000 and 9001, were delivered from GM to CP in London on the evening of November 17th. They travelled west on Makeup 515 to Windsor, with 9001 leading. The next day, train 904 was hauled east with 9000-9001-4242-5406. Problems were encountered with 9001, and the unit was idling as it passed through London. Before the train reached Puslinch, the engine had been restarted, and 904 reached Toronto at about 20:00. Because of congestion in Toronto yard, 904 was not able to leave until 07:30 the next morning. When the train arrived at Colborne, 9001 was set out because of mechanical difficulties and was returned to Toronto. The train continued east with 9000 leading, arriving at Smiths Falls about 16:30. Number 9000 returned to Toronto on train 505 on November 20th.

The next units, 9002 and 9003, were delivered on November 19th; 9004 and 9005 were delivered on the 21st. By December 3rd, most (but not all) of the units up to 9011 were on the property. But by then, all of the SD40-2Fs had been taken out of service. Rumours are continuing to circulate about what is wrong with the engines; the key is that they don't work reliably. As of the second week of December, four were stored in Toronto, about a dozen were lined up in London, one was in South Edmonton, and the rest had't left the GM plant.

The engines have the CN-style wide nose, with three windows across the front of the cab. Behind the cab, a Draper Taper allows for rear visibility. The units are painted all in red, with white stripes on the nose and on the end of the long hood. There is no multmark, only the CP Rail name on the side. The number boards are on the nose, somewhat smaller than those on the GO F59PHs.

A name is required for this type of engine. They can't be called Draper Tapers like the CN 2100s, 5400s, and 5500s, because Draper was a CN man. The CN GE's, of course, will be the Taper Toasters. But what are the SD40-2Fs? To call them 9000s all their life would be boring. So, the first ever Motive Power and Operations contest is to come up with a good nickname. The second contest will be to suggest a prize for the first.

Rebuilding

8214, rebuilt from 8630, out of Angus on October 20th
8216, rebuilt from 8668, out of Angus on November 4th

8217, rebuilt from 8502, out of Angus on November 14th
 8218, rebuilt from 8678, out of Angus on November 25th
 8244, rebuilt from 8836, out of Angus on October 31st
 8245, rebuilt from 8828, out of Angus on November 9th
 8246, rebuilt from 8825, out of Angus on November 24th
 8656, being rebuilt to 8219, in Angus on October 6th
 8694, being rebuilt to 8220, in Angus on October 9th
 8836, being rebuilt to 8247, in Angus on October 20th

8752, being rebuilt to 1847, in Angus on November 8th
 8775 will be rebuilt to 1851
 8797, being rebuilt to 1849, in Angus on November 23rd

The remaining RS18s to be rebuilt in 1988 are 8763, 8784, 8775 (already in), and 8781. In 1989, 8737, 8754, 8777, 8738, 8769, 8778, 8790, 8743, 8765, 8782, 8786, 8765, 8792, 8740, and 8760. GP9s selected for rebuilding in 1989, barring crankcase explosions are 8826, 8812, 8677, 8704, 8814, 8686, 8816, 8666, 8696, 8676, 8617, 8702, and 8669. In addition, STCUM FP7s 1306, 1305, 1304, 1303, 1301, and 1302 will be rebuilt at Angus; there will be no work on 1300 at present.

BRUCE CHAPMAN

Motive power notes

GP30s 5000 and 5001 are now working on the Esquimalt and Nanaimo on Vancouver Island. ... Effective October 19th, the yard job at Mégantic was abolished, and 6702 returned to St-Luc. ... Authorisation was received on November 10th to retire TH&B 51 and 57, and CP 6715 and 5986.

BRUCE CHAPMAN

Rogers Pass tunnels

Testing has begun in the new tunnels at Rogers Pass. The new second mainline is included in the new timetable, Number 83. Because the line crosses under the Connaught tunnel, neither track can be designated as north or south. So, the tracks are known as the Macdonald track and the Connaught track. The stations are:

<u>Connaught track</u>	<u>Macdonald track</u>
Rogers (Mile 66.2) - begin two tracks	
Fraine (Mile 68.3) - tracks diverge	
Griffith (Mile 71.7C)	Wakely (Mile 75.0M)
Stoney Creek (Mile 77.7C)	Bear Creek (Mile 79.3M)
Glacier (Mile 85.5C)	Macdonald (Mile 84.7M)
Ross Peak (Mile 89.9) - tracks converge	
Flat Creek (Mile 94.2) - end two tracks	

PCD "SANDHOUSE"; GORD WEBSTER

Soo Line For Sale

Canadian Pacific Limited, after nine months of negotiating with union and management, announced on October 20th that Merrill Lynch Capital Markets had been hired to seek a buyer of the 55.8 percent interest in Soo Line if the proposed Employee Stock Ownership Plan fails. Soo Line has also withdrawn its membership in the Association of American Railroads. Soo Line states that the move was required to ensure they remain a efficient regional carrier.

North Toronto Tunnel

Marathon Realty has big plans for the North Toronto station area. A full-scale commercial and residential development is currently in the planning stages. Marathon proposes to build adjacent to, above and below the CP North Toronto subdivision right-of-way, thus creating a tunnel. There is a similar proposal in the works for Vancouver as well. The North Toronto station will not be torn down will be the centre-point of the development. It's bad enough now with people complaining about trains running through their backyards. Now they will complain about trains running in their basement!

Algoma Division

The former Schreiber and Sudbury divisions have now been amalgamated to form the Algoma division, based in Sudbury, and with an assistant superintendent in Schreiber. The new division will be responsible for most of CP Rail's operations in northern and eastern Ontario. This area was, in years past, called the Algoma District.

STCUM Coaches

STCUM coaches are no longer stored at Glen yard in Montreal. The coaches are now stored at Dorion (Vaudreuil) because of the vandals that would damage the cars at Glen yard. The only equipment stored at Glen yard is CP engine 8000, archive cars 80 and 81, TEC 64, cook car 65, TGC 63, the later three being stored inside under guard. Business car *Norris Crump*, which was set on fire by an arsonist at Glen yard approximately two years ago, is stored in the roundhouse which is boarded-up and no longer used.

Fencing

The almost annual private member's bill regarding railroad right of way fencing is upon us again. This time it is proposed that the railroads erect 8-foot-high chain link fence along the right of way. This would make for good pictures, eh?

Winchester subdivision dispatcher

The CP Winchester sub dispatcher has been eliminated a short time after it was created. The purpose of the split in dispatchers was to alleviate the work on the Belleville desk due to the ballast program on the Winchester sub. With the two dispatchers, the Belleville sub would not be affected while Track Occupancy Permits were frequently issued for the equipment on the Winchester sub. Train crews and maintenance forces preferred the two dispatchers and are requesting that the desk be split on a permanent basis.

Hyundai by Container

CP was tested recently by another foreign car manufacturer in its speedy and efficient of containerised knock-down (CKD) auto parts. The container was shipped by truck from the Hyundai plant in Tacoma, Washington to Mayfair intermodal facility near Vancouver, then by train to Lachine in Montreal where it was then sent by truck to the plant 80 km south of Montreal at Bromont. The door-to-door service (over 4800 km) of the four containers was completed in less than a week, much to the satisfaction of Hyundai.

CP the safest

CP Rail has been awarded the Golden Spike Award, as it has been in 32 of the last 33 years, for its safety activities and was also North America's most accident-free railway and injury-free railway in 1987.

Revelstoke dispatching centralised

Effective in January 1989, dispatching on the Revelstoke division will be centralised in Revelstoke. Dispatchers in Revelstoke will control all traffic on the main line from Field to Kamloops and on all the branch lines in southeastern British Columbia.

Crossing (and bridge) accidents

Still more accidents! On November 8th, at 08:55, X-Hump 5604 and 5521 was backing its train of 52 cars down the Scarborough Pit spur in Scarborough. While approaching Morningview Trail at 5 m.p.h., the flagman observed a car that was not stopping. The auto passed the flagman, who was yelling and waving his arms frantically, and stopped

behind two other autos at Morningside Avenue with the back end of the car foul of the tracks. The train was put into emergency braking but was unable to stop in time. The rear end of the 1988 Oldsmobile was contacted. There was no damage to CP equipment, of course, and there were no injuries. The crossing has crossbucks posted as well as a sign reading "DO NOT STOP ON TRACKS". This crossing is slated to have electronic protection installed this year.

On the same day, at 16:05, a 1947 Dodge Power Wagon with Tow Truck Boom met its death in Oshawa. Extra 5558 East (Train 926) with 4225 and 4501 (34 loads and 49 empties) was travelling at 40 m.p.h. when an abandoned vehicle was observed on the tracks at the private crossing of DOM's Autowreckers. CP 5558 had the front window smashed, bent front step, broken operating lever, bent pilot, broken trainline (damage was under \$7000 to the unit). The train was delayed for 1 hour and 50 minutes.

If level crossing accidents weren't enough, someone has to hit a bridge. On November 10th, an unnamed salvage truck struck the bridge at Lovekin, mileage 156.42 on the Belleville subdivision. The bridge was immediately taken out of service as initial investigation revealed that the bottom flange on the bridge had been bent up and the bridge had been lifted one foot and then dropped back down. Further inspection revealed cracks on the north girder. Trains 926, Second-501, and 508 were held three, one, and two hours respectively, on account of the track closure from 07:30 to 11:00. Train 508 was not routed over CN. The bridge was returned to service at 11:00 with a 5 m.p.h. slow order. Temporary falsework was constructed to support the underside of the floor beams on the north side where the bridge was struck. This work was completed at 00:30 on November 12th, and the speed restriction was raised to 10 m.p.h. The bridge was observed under load and the speed was raised to 30 m.p.h. The bridge will be replaced if repairs cannot be carried out.

Multiple Remote Locomotive Control System

CP Rail has been working on the second-generation unit train, which consists of Multiple Remote Locomotive Control System (MRLCS), slackless drawbars, and self-steering trucks. The MRLCS is really an extension of Locotrol, which allows the in-train forces, the tractive and the braking forces to be spread out through the train by having a second set of power mid-train, operated by remote control. MRLCS would spread these forces more evenly throughout the train allowing longer trains and causing less wear on track and equipment. Tests are already underway by the CP Mechanical department and Signalcom of Toronto. The elimination of slack by using slackless drawbars would eliminate many of the in-train forces that damage contents or in the odd case, cause derailments. There is approximately 11 metres of slack in a 100-car train. There are thirty cars currently being tested on CP with slackless drawbars. The cars were developed by the CP Mechanical department and American Steel Foundries.

MANY ABOVE ITEMS FROM GORD WEBSTER

Canadian Atlantic

Dominion Atlantic

CAR says that the only self-supporting section of the Dominion Atlantic is a small section of track used to haul gypsum between Hantsport and Mantua, near Brooklyn.

HALIFAX CHRONICLE-HERALD VIA BC

Reduced crews in Maine

The UTU in Maine has adopted a new reduced-crew rule on all trains on the CAR in that state. The next step is the

elimination of the caboose.

GORD WEBSTER

VIA Rail Canada

Trains 48 and 49

NTA hearings have been held in Hull to consider VIA's application to discontinue the section of the overnight *Cavalier* between Brockville and Ottawa. VIA says that the train recovers only about 50 percent of its operating costs, and carries on average 22 passengers each night. The new afternoon *Rideau* has been carrying about 150 passengers on each trip. VIA's obligation to operate an overnight service between Ottawa and Toronto is contained in Order 119608, dated 1966, which allowed the end of the CN-CP pool trains between Toronto, Montréal, and Ottawa.

Critics of VIA's application, including the advocacy group Transport 2000, suggest that VIA is overstating some costs by counting expenses for the whole Toronto-Ottawa trip, while only allocating revenues for the Brockville-Ottawa section. They propose, as an alternative, that the Toronto-Montréal section of the *Cavalier*, trains 58 and 59, be re-routed through Ottawa, and that cars be picked up and dropped off there. VIA has rejected this plan as too expensive.

The hearings are continuing in Toronto.

GLOBE AND MAIL VIA RJ AND PS

VIA plans for winter

Do you remember 1983? That was the year that VIA's steam-heated equipment broke down all over the country, in very low temperatures. The failures that year led to the increased push by VIA to modernise its equipment and to convert to electric heating. Again this year, VIA has laid on extra staff and equipment for the Christmas season. Most space in the Ontario-Québec corridor has been sold out since late November. During normal winter weather, VIA carries 300 000 passengers at Christmas and New Years', but this will increase if bad weather stops highway or air travel. This year, VIA's on-time guarantee will apply to winter travel. Late trains qualify riders for a credit to be applied to their next trip on VIA.

GLOBE AND MAIL VI RJ; PS

FPA4s and Reset Safety Controls

VIA, following an order from the former Railway Transport Committee, has completed the installation of RSCs and event recorders in its LRC, F40PH-2, and 6500-series FP9 locomotives. Some 6300-series FP9s and some RDCs have not yet received the equipment, but will not be returned to service until they have. VIA has received an exemption for the 23 FPA4s still in service and scheduled for retirement in the next two years. On the FPA4s, two qualified engineers must be in the cab at all times, and the deadman pedal must be in working condition. VIA has told the NTA that all of the FPA4s will be retired by mid-1989.

BRUCE CHAPMAN

Rebuilt rolling stock

VIA is hoping to have enough electrically-heated equipment ready for the *Canadian* in the spring of 1989. The plan is to run the train straight through from Toronto to Vancouver, with all coach and sleeping-car passengers from Montréal changing trains in Sudbury during a 20-minute station stop.

BRUCE CHAPMAN

Motive power notes

CN expects to have to lease GP38-2s 4777 to 4780 and GP40-2 9490 to VIA for Christmas as they have event recorders. Of 16 FPA4s, only about 6 or so are used every day, and their last extensive use will probably be this

Christmas. ... VIA RDC-4 6450 has been sent to Septa Rail in Montréal for work; when it emerges, it will be numbered 6250, to avoid the number series of the new F40PH-2s.

BRUCE CHAPMAN

Service notes

The Transport 2000 Ontario newsletter points out that effective with the change of time on October 30th, the flag stop at Dagmar for the trains between Toronto and Havelock was discontinued. The Town of Whitby, in which Dagmar is located, and passengers, are protesting. ... Also, T2000 reports that the North Shore trains between Montréal and Québec could be back in service by December 14th. ... Parking has been very limited at the Burlington GO station, since VIA moved its stop there at the end of October. GO has no plans to enlarge the lot, but hopes that the Appleby station will relieve some of the congestion.

KEN ANDREWS, BRUCE ACHESON

Special trains for the Grey Cup

VIA ran a special train from Toronto to Ottawa for the Grey Cup on November 27th. Advance 40 left Toronto at 07:10 and arrived in Ottawa at 11:30. Second 47 left Ottawa at 20:40, and was to arrive in Toronto at 01:00. Ridership was likely less than if the Argos had been involved.

Havelock Survey

VIA Rail Marketing conducted a survey on CP trains 187, 189, 191 and 192 (and not 190) between Toronto and Peterborough (not Havelock). The survey was conducted from November 26th, 27th, 29th, and 30th, and December 2nd and 3rd.

Canadian National

New Great Lakes Region timetable 40

Timetable 40 took effect on December 5th, only 36 days after the previous timetable, number 59 (the Great Lakes region is assigned the number block 40-59). Because of three major changes, a new timetable was issued instead of a supplement.

Guelph-Thorndale subdivisions - The Thorndale subdivision, between London Jct. and Stratford, has been combined with the Guelph sub, between Stratford and Silver (Georgetown), under the name of the latter. The new longer Guelph subdivision is controlled under Manual Block System rules, replacing the former train order operation. MBS requires that all locations referred to by the dispatcher be physically marked with signs. So, new stations have been established at Forest Jct. (just west of St. Marys Jct.), Stratford Jct. (on the west side of Stratford), and Newton Jct. (on the east side of Stratford). These stations are the inner ends of the Forest, Goderich, and Newton subdivisions, respectively. MBS operation means more radio chatter for the railfans, but the loss of operators' positions, which often leads to the demise of station buildings. One error in the new issue is that trains on the Dundas sub at London are still shown as operating to or from the Thorndale sub.

GO subdivision - This new line, described in the GO Transit section this month, is a new addition to the CN timetable. The GO sub is controlled by Rail Traffic Controller YQ in Toronto, standing by on channel 2 (the same as the Kingston sub). The line is entirely within CTC territory, and there are no train order offices at all. The speed limit on the line is 85 miles per hour, except for a 65 m.p.h. restriction at Whitby, and a 45 m.p.h. restriction between Bayly and Durham Jct. Footnote 2.1 specifies that

"Trains other than passenger trains must not be operated on this subdivision without proper authority."

Removal of GO schedules from tables - Within CTC territory on the GO, Kingston, Oakville, Weston, Halton, and Bala subdivisions, GO trains are no longer listed. Some recent rule changes, and the institution of a Daily Operating Bulletin covering all CTC tracks in the Toronto area, allow for GO trains to be governed by signal indication, and to lose their status as first class trains. Since there is no superiority within CTC, and all trains must obey the signals, this reclassification will likely make no apparent difference. The schedules are printed in a separate manual, CN Form 660, which employees will carry with them. (The Stouffville and Bradford trains, which operate in MBS territory, are still listed.) The new organisation will result in greater flexibility for operation, easier revision to times, different radio identification, and a timetable that is 20 pages shorter. Because of the GO changes, this timetable was brought into effect at 03:00 of the effective date, rather than the usual 01:00.

In addition, London D dispatcher has been replaced by an R.T.C. D at 277 Front Street in Toronto, controlling the Exeter, Fergus, Goderich, Guelph, Kincardine, Newton, Owen Sound, and Southampton subdivisions. ... Talking hot box detectors are now in use on the Caramat and Ruel subdivisions, the Bala sub between Capreol and South Parry, and at one point on each of the Dundas and Strathroy subdivisions. In Ontario, CN's hot box detectors are unilingual.

Second-generation radio system

Timetable 40 includes a description of the tones heard on the new radio system, used in territory controlled by Rail Traffic Controllers. To call the R.T.C., the engineer presses the tone button indicated in the timetable for the location of the train. Two short beeps indicate that the local radio tower has been reached. Then, three ringing sounds (which sound like a digi-pulse telephone) indicate that the call has reached the R.T.C.'s console. One long tone is heard when the R.T.C. answers the call. A busy signal means that the radio circuit is busy, and a series of short beeps is the signal of a system failure. In the case of an emergency, the crew presses one tone, then the other, and is connected immediately to the R.T.C.

Intermodal terminal at Port Mann

CN is spending \$19-million to build a new intermodal terminal at its Thornton yard in Port Mann, on the south shore of the Fraser near Vancouver. The facility will take three years to complete, and will replace two older operations in downtown Vancouver. The new terminal will be similar to those in Moncton, Montréal, Toronto, Winnipeg, and Edmonton. One wonders, though, why a new terminal should be built on the south side of the congested Fraser River bridges. Will it not increase truck traffic?

CN DAILY REPORT, PAT SCRIMGEUR

NTA report on Komoka collision

The National Transportation Agency has concluded that the rear-end on the former Longwood sub in January was the result of error by railway workers. The crew on the VIA train did not use their radios to determine the location of the freight train, as they should have, and the freight crew did not place flares on the track, as they should have. At the time of the collision, the Longwood sub operated under train order control. In October, the line was combined with the Chatham subdivision, and computer-aided MBS was introduced. The extra safeguards in MBS operation are intended to reduce the likelihood of two trains occupying the same section of track.

HAMILTON SPECTATOR VIA DP; PAT SCRIMGEUR

Line abandonments

CN has recieved permission from the NTA to abandon the section of the Mont-Royal subdivision between Val-Royal and Cartierville, in the northern part of the Island of Montréal. This section was formerly used for electric commuter trains that stopped short of Deux-Montagnes; these now turn at Val-Royal. (I invite readers to send a more detailed history of this trackage.) CN was ordered to retain for three years a line between Hedley and Jackson's, north of Québec.

THE GLOBE AND MAIL VIA PS

CN wants to abandon the Chelan subdivision in Saskatchewan, between Reserve, mile 0, and Weekes, mile 12.87; no revenue has been handled on this portion for three years.

BRS "BRANCHLINE" VIA BC

Removal of Bruce Lake subdivision

CN has called for tenders for the dismantling and demolition of bridges on the former Bruce Lake subdivision in northern Ontario. The spans of the bridge will be taken to Red Lake Road, and loaded into CN cars there.

Rebuilding programmes

GP9s and yard slugs, released from Pointe St-Charles:

7235 and 236, ex 4263 and 4382, out on January 14th

7247, ex 4339, out on August 25th

7248, ex 4344, out on September 7th

GMD1 rebuilds, released from Pointe St-Charles:

1600, rebuilt from 1007, to Symington on October 14th

1601, rebuilt from 1025, to Symington on October 14th

1602, rebuilt from 1008, to Symington on October 25th

1603, rebuilt from 1026, to Saskatoon on October 27th

1604, rebuilt from 1010, to Saskatoon on October 31st

1605, rebuilt from 1011, to Saskatoon on October 31st

1606, rebuilt from 1028, to Saskatoon on November 7th

1607, rebuilt from 1012, to Saskatoon on November 11th

The 1900-series GMD1s will be rebuilt as yard units, possibly 1400 through 1423.

BRUCE CHAMPEAN

Equipment sold

CN SW900 7943 (previously numbered 7243) was sold by Canac to Québec and Ontario Paper at Thorold, Ontario. ... Retired equipment sold to M4 Holdings in Edmonton includes CN SW8 7177, CN GP35 9300, crane 50002, and the shells of BN F45s 6610 and 6612.

Preserved equipment in Newfoundland

TerraTransport G8 802 (GMD A923, June 1956) was acquired by the Clayton D. Cook Loop Railway at Trinity, on the Bonavista branch. ... NF110 900 (GMD A303, December 1952) has been acquired by the Newfoundland Transport Historical Society, and is displayed in C.A. Pippy Park in St. John's, along with sleeper *Fogo* and former mainland caboose 78700. ... Baggage car 1301, RPO 1805, and business car *Avalon* are owned by the City of St. John's, and are displayed at Bowring Park.

BRUCE CHAPMAN

Stored locomotives

As of November 8th, the following yard engines were stored unserviceable in Montréal: 113, 115, 162, 1209, 1263, 1290, 1304, 1312, 1313, 1319, 1351, 1380, 1913, 1916, 1917, 7151, 7153, 7154, 7707, 7708, 7709, and 7722. ... On November 8th, these branch line RS18s were stored unserviceable at Gordon yard in Moncton: 1766, 1769, 1777, and 1785; these were in long-term storage, but serviceable: 1753, 1755, 1770, 1771, 1772, and 1784. ... The following road power was stored unserviceable on November 15th, mostly at Moncton, Pointe St-Charles, and Transcona main shops: 3106, 3118, 3124, 3127, 3128, 3211, 3213, 3223, 3236, 3618, 3676, 3686, 3687, 3690, 3696, 3702, 3708, 3711, 3713,

3720, 3726, 3736, 3738, 3742, 3841, 4260, 4345, 4409, 4454, 4491, 4596, 5013, 9107, 9169, 9175, 9192, 9193, 9194, 9195, and 9196.

BRUCE CHAMPEAN, RAY CORLEY

PCBs by rail

The Quebec Court of Appeal will be handing down a decision that will determine if the PCB incinerator at Senneterre, Quebec will be completed. There is currently one PCB disposal site in Alberta, which is the only one in Canada, but it does not accept waste from outside the province. All of the other PCBs are shipped to Wales via Montreal. Québec stopped the shipments through the port but the companies involved threatened legal action and the shipments continued. Public utilities and other such publicly-watched groups are storing their waste until a domestic disposal site is created. It is felt that a land spill is safer than a seaway spill as in the former case the material can be recovered whereas in the latter the material cannot. The storage site has been completed at Senneterre and pending the court's decision, will be able to accept waste immediately. There are two ways to ship the material to Senneterre: by truck and by CN. CN is currently trying to build new protection from liability in their contracts to ship PCBs. A shipment was held up from New Brunswick to Montreal while a liability clause was negotiated with the contractor.

GORD WEBSTER

British Columbia RailwayPrince George service

Through the summer of 1988, the passenger train ran to Prince George daily; it had been three times a week for the last 20 years. Much of the ridership for the increased service was provided by package tours. In July, ridership was 14 900, up 5800 from 1987; in August, the figures were just less than 5000 higher than last year, at 12 667.

PCD "SANDHOUSE"

Squamish shops building car kits

An order for 160 centre-beam lumber cars was built in kit form by Transisco Inc., a subsidiary of PLM Industries, in Korea, then shipped to Squamish for assembly. BCR may assemble more kits for other PLM customers in North America.

PCD "SANDHOUSE"

Shalalth tunnel

The Shalalth tunnel project was on schedule as construction continued into October. The 1200-metre bore was begun in July, with the first blasts for the south portal pilot tunnel detonated on August 12th. Excavation at the south end has proceeded rapidly, but the north portal has been a slower job because of the proximity of the penstocks for B.C. Hydro's Bridge River powerhouse. Care has to be taken not to disturb these big pipes, and smaller amounts of explosives are used for each blast. Seismic monitoring is necessary to ensure that the penstocks are not disturbed. BCR's busy main line skirts the Shalalth bluff, and the trains must be protected. A series of high-intensity floodlights has been installed, and a watchman is posted at the site, around the clock. Hole-through is scheduled for mid-December, with completion expected in April 1989, and the commencement of train service in May.

PCD "SANDHOUSE"

Steel Ties on BCR

BC Rail has expanded its testing of steel ties. The testing began in 1984 when steel ties were installed on a 12-degree curve 60 miles north of Vancouver and on a 6-degree curve near Prince George. In 1987, four more miles of the ties were installed north of Vancouver. BCR has had good experience with the ties, so much so that 20 000 more ties

were installed in 1988, including 24 turnouts. Less ballast is required with steel ties, saving up to \$10 000 per mile. BCR expects to install steel ties on all curves with a curvature of 8 degrees or more and wherever track rehabilitation is needed.

GORD WEBSTER

Tourist Railways and Museums

The Great Canadian Steam Railway Excursion

The trip managed to survive two derailments and a breakdown. The train left Vancouver in dark, rainy weather, and proceeded well to Mission. There, a steam line dropped off 2860, got under the wheels of the D'Arcy, and derailed it. Fortunately, only the one car was derailed, and there were no injuries. It took four hours to get D'Arcy back on its wheels and out of the way. Then, when the train was stored overnight in Kamloops, the siding on which 6060 and 2860 were held couldn't support the weight, the rails spread, and one of the tenders ended up on the ties. The rerailing procedure caused a six-hour delay. Near Jasper, 6060 failed, and 2860 handled the whole train to Prince George, where 3716 was added.

PCD "SANDHOUSE"; BRUCE CHAPMAN

Smiths Falls Railway Museum

The five commuter coaches mentioned in this column of the November Newsletter are now at the museum site. This is the original Canadian Northern Station, off William Street west in Smiths Falls. These five former CN commuter coaches, purchased by the museum at a reported cost of \$810.00 each, were moved by use of a mobile crane and flat-bed transport truck. The move was made from the stub-end tracks in the CP Smiths Falls yard, near Rideau Avenue, to the museum site. The moving day was November 17th, according to The Record News, Smiths Falls' local weekly paper.

The five coaches are in the old CN black and silver-grey paint scheme with black roofs. They were placed on the original main line a little beyond the station. Viewed from a distance, it is a sight that could prompt interesting memories. But a close-up view tells of the tremendous amount of work that will be necessary to restore these coaches. Most, if not all of the windows are boarded up on the inside; some inside vestibule doors are not in place; car interiors are filled with dismantled seats and other fixtures; and floors are littered with broken glass and rubbish. There is also much corrosion under the vestibule floors. This can be seen because all of the steps were removed for the transportation of the coaches.

Half-way along the exterior coach walls, below the windows, there is stencilled the abbreviation RVDX (for Rideau Valley Division, Canadian Railroad Historical Association) together with a number. These numbers, together with the CN numbers shown on the inside vestibule doors are:

RVDX 101 - CN 5019 RVDX 103 - CN 5802
RVDX 102 - CN 5032 RVDX 104 - CN 5042
RVDX 105 - CN 4497

The acquisition of these coaches brings to nine the total number of pieces of rolling-stock at the museum, including CP diesel switcher 6591.

FRANCIS GOOCH

General Railway News

Bombardier

Bombardier has received a \$20-million contract from Boston to rebuild 18 GM locomotives built in 1977. This will modify the engines to accommodate electric heating and lighting systems.

BRUCE CHAPMAN

General Motors

Union Pacific has ordered 106 3800-horsepower SD60s, equipped with office-environment cabs with central heating, provision for air conditioning, and sound-proofing. These will not only provide for crew comfort, but will also protect the on-board computer equipment. ... Southern Pacific has ordered an additional 30 GP60 four-axle 3800 horsepower units from GM.

CP NEWS SUMMARY VIA BC; GORD WEBSTER

Another railway music video

British Columbia 3716 and 2860 are shown extensively in the video of "Blue Train," by Idle Eyes.

(Readers have enquired about collecting the videos that are from time to time listed here. I can only suggest that a VCR be left to record MuchMusic or MusiquePlus, and then that any videos with trains be copied onto another tape. It might be possible also to contact the record companies for information. -PS)

Other Railways

Algoma Central

ACR leased from VIA three former CP 100-series stainless steel coaches, and from ONR some of their coaches, to be used on the Agawa Canyon trips during September.

BRS "BRANCHLINE" VIA BC

Inco

Of Inco's three RS18s at Thompson, Manitoba, that were for sale, 208-2 is still in service, and 208-3 and 208-4 may be moved to Copper Cliff (Sudbury) for use by Inco there.

BRUCE CHAPMAN

Southern Railway of British Columbia

The B.C. Hysro Rail name has been painted-out on locomotives and cabooses. The equipment is more slowly being relettered with the new name.

GRAY SCRIMGEUR

B.C. industrial operations

SW1200 822 is the most recent addition to the fleet of Vancouver Wharves. This engine, formerly Southern Pacific 2280, entered service in late September or early October. ... B.C. Hydro SW900 931 has been sold to MacMillan Bloedel, and is located at their Powell River operation.

PCD "SANDHOUSE"

THE TRAIN SPOTTERS

Recent sightings by UCRS members

Paris, Ontario (RALPH BRAUMONT)

The following, in no particular order, is a list of VIA club cars I have seen this fall passing through Paris:

York Club	St. James's Club
Union Club	Club Laurier
University Club	Club St. Regis
Boulevard Club	Club Richelieu
Mt. Royal Club	Club St. Denis

The only drawback with this new pastime is that Amtrak, LRCs, and Dayliners are complete write-offs, since the club cars are only included in conventional equipment consists. On weekends, however, conventional trains quite often replace the shorter weekday LRC and Dayliner runs.

At Bayview, Ontario (DOUG PAGE)

October 30th

Train 393: CN 9451-9462-GT 6424-CN 9542

Train 432: CN 9509-9316-9306-4008

November 12th

Train 392: CN 9401-9441-9583-9310

Train 393: CN 9572-2310-2041-5068

At MacMillan yard, Toronto (ALEX SIMINS)

Renumbered SD60s 5500, 5501, and 5502 were at Mac yard on November 24th. ... SD50s 5423, 5452, 5459, 5449, and 5422 were in town on the same day. ... On November 27th, rebuilt GMD1s 1608 and 1609 were at the yard. ... F7As 9164, 9165, 9166, and 9177 seem to have been returned to service. F7A 9175 is still in storage. ... On December 1st, SD60s 5500 and 5501 were seen at the Ford plant in Oakville.

The Canadian on the Uxbridge sub

Train 9, the section of the *Canadian* leaving Toronto,

normally travels north on the Bala subdivision to Doncaster, west on the York sub to Snider, and then north on the Newmarket. In mid-November, on a number of days (including the 13th and the 15th), the train travelled east on the Kingston sub to Scarborough Jct., then north on the Uxbridge sub to Hagerman, the connection with the York sub.

DAVE SMITH, HAROLD GLOVER, RICK EASTMAN

Spotting by computer (GORD WEBSTER)

On November 5th, Soo Line van 118 was observed on CP train 500 from Detroit to Toronto. There was not a CP van available, thus necessitating the use of the Soo van. On November 20th, Soo engine 6400 was (almost) observed on CP train 500.

TO THE LANDS OF THE GENIUSES

PART 2

by JOHN A. FLECK

Wednesday, April 13 - I awakened at 0445 to catch the first tram (#11) of the day at 0526 to go to Bahnhof Stadelhofen where the Forchbahn begins. Before boarding the tram at Bahnhofstrasse near my hotel, I validated my Day Pass in a machine, having bought it for 5 Swiss Francs the previous evening at the Zurich Tourist Office in the Hauptbahnhof. Posted at each stop are the complete schedules for all the trams using them. At Stadelhofen, heavy construction is proceeding apace on the aforementioned Zurich S-Bahn.

The Forchbahn, using its own bright red and cream equipment, loops here and uses the street-running rails of the Zurich tram route 11 for over 3 km to the latter's eastern loop at Rehalp. Then it finishes off its 17 km length on its own private right-of-way to Esslingen. Its maintenance facility is built into the side of a hill at Forch and it has a glass wall and a roof garden on top! I rode the first run of the day at 0550 to Esslingen and the 0703 return.

Then the Zurich trams took me to Z. Selnau, a small suburban terminal for the two routes of the private Sintel-Zurich-Uetliberg Bahn - one about 18 km to Sihlbrugg (also served by the Swiss Federal Railways main line to Luzern and Italy), and the other 8 km uphill to Uetliberg. These two lines run on catenary, but on different power supplies (15 000 V AC and 1200 V DC); and they run on common trackage near their Selnau terminal! One would ask "how is that possible?" To the Swiss, very little is impossible. The trains to Sihlbrugg use their catenary and pantographs in the centre in the usual practice, but the Uetliberg trains have both on the far right as they leave Selnau. This makes sense as the latter trains turn right to go uphill, and thus the two types of catenary wires do not have to cross each other at the junction.

The Uetliberg route reaches a maximum gradient of 7 percent and climbs 286 metres to what would have been a superb view of Zurich, but low clouds made visibility nil; so, having taken the 0825 out of Selnau, I remained on the train on its 0855 return back to Selnau at 0916. My train

was a newer unit with regenerative brakes and non-opening windows, but we passed a unit with openable windows on our way down. The trains are orange with red stripes - the opposite livery to the Sihlbrugg equipment. A new tunnel 1 km long will bring the SZU trains right to the previously mentioned Bahnhof Shopville to allow easy transfer between them and Zurich Hbf.

Two more trams brought me back to my hotel where I had breakfast (finally!) and checked out. The colourful tram map supplied by the Zurich Tourist Office shows the western end of the # 11 tram route to be none other than the SBB Oerlikon Bahnhof, where some of my trains between Zurich and its Airport stopped the previous day. So I rode the tram to it, shooting front view videos along the way. I was going to ride back to Zurich Hbf. and then catch a later train to Spiez, my next base; but the train indicator on the platform showed the 1110 run directly to Brig, which includes Spiez, so I simply boarded it to begin my first long distance train ride in Europe. It consisted of the Type II dark green cars with openable windows. We went into the Hbf., were re-engined there, and then headed west to Olten, south to Bern and then east to Spiez after re-engining again at Bern.

It would certainly be disturbing to other passengers to open a window at high speed; however in each of the two vestibules there is one seat, with its own smaller opening window, directly opposite the washroom. To boot, the two seats are on opposite sides as well as at opposite ends. The right side is often the best as the trains in Switzerland run on the left side.

This train was classed as a "Schnellzug" or express train, the next best type to the Intercity runs. Our first major stop was at Olten, an important junction point with six lines converging here. Its station has a massive steel-arch trainshed. Less than an hour later we arrived at Bern, crossing the Aar River on the very high Lorraine Bridge - a reinforced concrete arch 150 metres long carrying four tracks just before the station. Here a Bern Lotschberg Simplon (BLS) Railway Re 4/4 took over the train to take it back out the same way and then east to Spiez and Brig.

Arrival at Spiez was on time at 1351, and my two bags which I had checked from the Zurich Airport Station were also there! I hired a taxi to go to the hotel, which was down a steep hill from the station. Although it is a short walk, I still had my cast on and if I had tried to walk downhill with my bags in tow, they might have either broken loose and arrived at my hotel ahead of me, or they would have dragged me, howling, down the hill!

After checking into and resting at the very comfortable Bellevue Hotel, I headed uphill to ride the 1603 BLS train south to Zweisimmen - the eastern terminal of the narrow gauge Montreux Oberland Bernois Bahn main line from Montreux, then the 1649 MOB branch line train east to Lenk, the 1710 back to Zweisimmen and the 1821 back to Spiez. Both the BLS and the MOB accept the Eurailpass. There I managed to find something to eat in the station restaurant overlooking Lake Thun, with mountains in the background.

Thursday, April 14 - Although the month of April would be primarily focussed on Switzerland, I thought I would venture briefly into France to see some places there and some TGV's in the steel! So I got up at 0515 to catch the 0558 to Bern and then the 0638 to Geneva, another Schnellzug with zimlar (sorry, similar) equipment to that on my run from Zurich the previous day. The route to Geneva was via Lausanne, and, soon before the latter stop, we made a long descent overlooking Lake Geneva and the Simplon line below connecting Lausanne with Brig and the Simplon Tunnel. The two lines join at the Lausanne station. The 60 km run to Geneva was along the north shore of the Lake. Although the train would continue to the Geneva Airport Station which opened in June, 1987, I got off at the downtown Cornavin Station at 0832 to explore and to await the 0942 French National Railways (SNCF) train to Avignon and Nice via Grenoble, France.

Trains to France from Geneva used to have on-board customs and immigration formalities, but when the new Geneva Airport Line was built, the Cornavin Station was expanded with a new island platform serving the new tracks 7 and 8, which were electrified for SNCF trains only at 1500 V DC. Below this platform, French and Swiss customs and immigration facilities were installed, as all the tracks are above the station concourse. Thus France-bound passengers complete the very informal formalities before boarding their trains. I'll describe the Geneva Airport Line in more detail later, as I first rode it on May 9.

The train consisted of an SNCF diesel and several Corail coaches. These new cars were built in the late '70s and early '80s to provide air-conditioned comfort for both first and second class passengers. As you know, new cars for North American railways are ordered in the mere hundreds (if they are ordered at all in VIA's case). I therefore recommend that all my readers make sure you are sitting down before I reveal the number of Corail cars built for the SNCF! *Three thousand six hundred and fifty!* Of course, this tremendous investment in new equipment is over and above the great cost of building the TGV trains and right-of-way.

Although the line is electrified between Geneva and Chambéry, this train was carded for a diesel right through to Valence, where it would re-enter electrified territory on the Paris Lyon Mediterranean (PLM) Line and receive an

electric engine for the remainder of its run to Nice. The first class coach had two and one seating and I luckily found a single forward facing full window seat reserved only from Avignon on.

We left on time and headed into the Savoy Alps; our first stop, after passing through a long tunnel, was Bellegarde, France. Soon after, I saw a real live TGV for my first time - the 0735 out of Paris for Geneva, which I rode on May 9. This was before the triangular junction at Culoz where we swung left to head south to Chambéry along the east side of Lake Bourget. All three sides are actively used by passenger trains; indeed, the other two sides (not being followed by my train) are used by TGV's. In fact, we were delayed a few minutes here to allow the 0724 TGV from Paris to Annecy to proceed ahead of us.

After Chambéry, we ran south-west to Grenoble, where, from the train, I could see the spectacular téléphérique cable cars to the Bastille, to be described during my visit there on May 3. After leaving Grenoble, we followed the main line to Lyon, which was electrified in 1985 to allow through TGV service to Grenoble from Paris. After a few kilometres on this line, we swung left to head for Valence - stopping there after joining the main PLM line from Paris and running through a tunnel. Here we lost the diesel and gained an electric for the fast run to Avignon.

Due to a few delays, we arrived here 18 minutes late, and caused a TGV to complete Europe's longest non-stop run 4 minutes late from Paris - 409 miles or 658 km - as it had to follow us in. During my brief stay, a northbound TGV came in from Montpellier and another fell in right behind it from Marseille. A trainman pushed a button at the front of the second unit and its nose opened to reveal (!) its coupler. Then it proceeded a few metres forward to join the first unit. Thus the two TGV's were united and became as one for its non-stop run to Paris, over the above mentioned distance, in 3 hours and 46 minutes for an average speed of 109 m.p.h. or 175 km/h!

Although Spain was not included in my tour, I was very happy to include a Spanish Talgo train in my schedule: the Catalan-Talgo Eurocity train from Barcelona to Geneva! These Talgo trains have wheels that slide along their axles to adjust between the French standard gauge and the wider Spanish gauge at the border. This time I did reserve a seat, in Car 61, and the board on the platform showing the consists of the trains stopping there indicated that my car was right behind the baggage car at the front. It came in on time at 1524 behind an SNCF electric which almost towered over the low red and silver cars like our new VIA F40's with LRC coaches. At Valence we again changed to a diesel, but only to Chambéry where we received another electric to take us right to Geneva. We kept excellent time and arrived at Geneva one minute early at 1943. As mentioned, my car was at the front, but I knew from that morning that the stairs down to the Swiss customs and immigration were at the west end of the platform where the rear of the train would stop. As I wanted to catch the 2002 Intercity SBB train to Bern, I headed for the rear so I could get off close to the stairs and be near the front of the line through the formalities. Catching it was no problem, and the 2228 train from Bern deposited me back in Spiez at 2259.

Next: Basil, Bern, Lausanne, Montreux and the MOB *Superpanoramic Express!*

CENTRAL STATION RENOVATIONS

VIA Rail is undertaking, on a leasehold improvement basis, a \$6 million renovation program at CN-owned Central Station in Montreal. As of September, tenders were expected to be called imminently with the intention that the Phase 1 portion of the work commence this fall. This phase will cover work at the track and sub-track levels of the station, while Phase 2 entails

improvements at the concourse level. The Phase 1 work is scheduled for late 1989/early 1990 completion.

The work in the first phase will include the overhaul of five platforms, the installation of wheelchair ramps, modernization of passageways with glass, new ceilings and improved lighting, and the installation of electrically operated doors. The platforms will receive a fresh coat of epoxy paint in VIA's corporate colours.

Below track level, locker rooms for baggage handling personnel will be refurbished, new lockers installed, and a separation made between the locker facilities of CN and VIA employees. Ventilation of this level will be improved with the installation of new roof hatches; a service elevator will be installed, and the 'Employees' Service Centre area will be enlarged.

While the budget for Phase 2 of the station renovation had not been approved as of September, VIA is moving towards an early start on this phase such that work on the two phases will not be sequential but will in fact overlap. A call for Phase 2 tenders will go out early in 1989, and it is hoped that work will be able to begin at the beginning of March. Among the items of work to be undertaken at the concourse level will be relocation of the VIA ticket and information counters, the travel centre, and the Transportation and Customer Services offices to the south side of the station.

In the meantime, CN has hired a consultant to study pollution problems at the station, and his report was expected to be presented in September.

The renovated Halifax station was inaugurated by VIA President Denis de Belleval on June 20 (see sketch of interior, NEWSLETTER 465, page 5). Originally opened on June 23, 1930, the station was badly in need of a facelift to bring it more in line with VIA's standards of customer service. Since its early days, the station had undergone various renovations, many of which did not enhance its primary purpose of serving customers. For example, the waiting room area was considerably reduced and most of the natural lighting was cut off by the removal of skylights and the blocking of most of the windows. The \$1.6 million renovation program not only modernized the historic building, but also restored its period architecture and original ambience.

The main waiting room was expanded from 5000 square feet to more than 8500 square feet, providing additional seating space and room for the future development of concessions. A warm, park like setting was created, complete with trees, benches and storefront facings for offices and service counters.

In addition, false ceilings were removed to reveal three magnificent circlehead windows and the ornate capitals of Corinthian columns. A portion of the original skylight was also reinstalled over the main concourse. Other welcome improvements for the more than 70,000 customers who pass through the station annually included the installation of a convenient new baggage conveyor and a combined ticketing/baggage facility. Previously, these services were handled at opposite ends of the concourse.

In late May, a new station was completed in Kentville, Nova Scotia, on the Dominion Atlantic Railway. At a cost of \$250,000, this new VIA facility, featuring a clock tower, is much improved over the former CP station, a rambling, largely deteriorated frame structure. VIA's Kentville station warmly captures the nostalgia of years gone by while, once again, offering a clean, comfortable environment for passengers.

On Nova Scotia's eastern shore stands the newly completed New Glasgow-Stellarton station, serving all of the communities of the Pictou County area. The station represents an expenditure of \$323,000 and is a mirror image of, although slightly larger than, Kentville station. Adjacent to the site of Nova Scotia's new Museum of Industry and Transportation, this attractive facility is highly visible and easily accessible to VIA passengers. Previously, the communities of New Glasgow and Stellarton were served from separate locations, one in an old CN station and another in a mobile trailer. The new station offers a great improvement in service while enhancing VIA's image in the area. Several other Atlantic Region stations have received less extensive upgradings, including North Sydney, N.S. and Rogersville, N.B.

Correspondence

Editor:

Enjoyed again your October Newsletter. It's funny how such a small thing as that steel retaining wall in Mount Forest can create such correspondence, but I should point out that a picture of it is included on page 80 of my book, "Steam Trains To The Bruce", for those readers who have a copy in their library (Photo by J. Shaughnessy).

In his October branchline hunting article, John Thompson also asked the whereabouts of the relocated Arthur station. There is a road which roughly parallels the south side of the tracks to the west of the old station grounds. After passing the community arena, a dead end road heads back north towards the tracks, and this is the station's relocated site.

As to the abandoned CP lines, I droye a stretch of the Teeswater subdivision, west from Grand Valley, a

month or so ago. Bridges were still intact to allow transportation of rail and ties. The Grand Valley station, long ago moved but still located near the tracks, looked quite smart after some fix-up work by its presumably new owners. It was an aborted Legion Hall project, but looks like it's now a home.

Rails on the Elora branch are now gone, none noted in the vicinity of Erin, and trackage now removed from across the Shand Dam near Fergus. (I work for the Grand River Conservation Authority, and this will facilitate park and dam maintenance no end).

Lastly, I read that CN had tenders out for removal of the "Nixon Bridge" across Highway 5 on the Fergus subdivision east of St. George. This also was completed about a month ago.

Oh yes, Guelph Junction station was still there yesterday, October 26th.

—Ralph Beaumont

Harbourfront LRT Update

By John D. Thompson

On Saturday, December 3rd, I had the afternoon free, so I decided to take a walking tour of the Harbourfront LRT line to observe progress.

I began my inspection at Front and Bay Streets, at the south edge of Toronto's financial district; at this point an underground passage links the LRT with TTC Union Station on the Yonge-University subway. The loop has been completed, and the wooden decking is being removed to permit surface restoration. The passageway is presumably finished, although there was no sign of a 'breakthrough' into the subway mezzanine.

Walking south through the railway underpass, I noticed that the tunnel walls have been poured for perhaps a hundred feet south of the north end, and wooden formwork was in place for the next section. Reinforcing rods have been installed all through the underpass, and the tunnel floors are finished as well. The tunnel roof will be quite close to the surface in this area.

Excavation ends just south of the underpass and resumes north of Harbour Street, continuing about halfway to Lake Shore Boulevard. The Queens Quay/Harbour Castle Hotel Station is finished, and backfilling is in progress. It didn't appear that much work had been done on the tunnel section around the corner and the ramp leading to the surface on Queens Quay, although the location of piles indicated the western end of the ramp.

West of here, pouring of the concrete track slab over towards York Street is underway. There is a break at York to permit two lanes of traffic to cross the track reservation; presumably this gap will be closed shortly. Tracklaying is complete to within about 100 feet west of York, including the former breaks at Rees Street, and in front of the old Harbourfront Antique Market (presumably, being demolished). Rail is stacked up here waiting for installation. The track bed is in its final appearance all the way west to Spadina, with concrete poured between the rails. The railhead is about eight inches above the road surface, so presumably motorists will get the message that this is a reserved right-of-way. Some of them who had parked on the median to visit nearby shops were getting a message of another sort: tickets from a Green Hornet (Parking Control Officer)!

West of the bridge over the Rees Street Slip the centre reservation disappears and the track allowance is paved with traditional granite sets (cobblestones) salvaged from the recent McCaul Street track job.

The single track loop at Spadina presents an odd appearance: with the rails rusty and the flangeways filled with dirt it looks like an abandoned facility rather than one that is about to commence its career. The attractive yellow brick substation building has been completed, although no wires are connected to it yet.

At present, the track ends on Spadina at the south side of Lake Shore Boulevard. Next spring TTC track crews will begin laying rail south from King to Front (after excavation of the old Spadina streetcar trackage, last used in 1954), and from the south end of the new Spadina bridge to Lake Shore. Track laying on the bridge itself is scheduled to begin next October. Incidentally, now that the first section of the new bridge is open railfans once again have a good vantage point for trains entering and leaving Union Station. Another bridge has been built about 700 feet to the east at Peter Street, linking Front Street with the Skydome and Spadina Avenue.

The new CN high line (a pair of bypass tracks to take freights around Union Station) along the north side of the dome is virtually finished at this location. Ballasting, on one track and track relocations for the hookup at the east

end remain to be done. When this line is open the old high line down near Lake Shore Boulevard, dating from 1927, will be removed to permit widening of Spadina.

The remainder of the old Spadina bridge is about half removed. This will permit construction of the two new bridge structures, including one for LRT tracks, to commence early in the new year.

Tourist train will need 'luck,' other operators tell Waterloo

From the Kitchener-Waterloo Record,
Forwarded by George W. Horner

Organizers who want to run a steam powered tourist train from Waterloo to Elmira have chosen one of the most difficult ways of attracting visitors to the area, experienced observers say. A manager of a tourist train in Pennsylvania offers "lotsa luck;" a New Brunswick operator is similarly blunt: "It's expensive."

The Strasburg Railroad Company in Lancaster County, Pennsylvania, runs an operation very similar to the one envisioned here. "The Amish culture of the area is a major attraction," said Ellis Bachman, vice-president of administration. The railroad, which carries more than 360,000 riders a year, has paid a dividend to its shareholders every year for the last 20. But Bachman is cautious about promising that kind of returns to others. One of the major problems is projecting costs. "Maintenance is the largest single factor," Strasburg spends about \$30,000 annually to maintain the track and two trains.

Because steam locomotives are now manufactured only in China, Strasburg has to make almost everything that needs replacement itself. It doesn't have a foundry but can get small castings made locally. "Fortunately, we haven't needed any large castings," Bachman said. The company trains its own repairmen. Bachman thinks Strasburg was lucky that it started a steam service early on when it could still find a few older trainmen to teach new staff.

The Salem and Hillsborough Railroad Company in New Brunswick, which didn't start as a steam powered tourist line until 1984, had more difficulty finding repairmen who knew how to look after the engines. "Most of those who know what they're doing are retired and don't want to do physical work," said manager Richard Viberg. Railroad fans have helped out as volunteers, but Viberg said, "you can count the dedicated ones on your two hands." The diesel powered dining train, which was added in 1986, is the key to the railroad's success. The year it got on the track, net revenues jumped from \$75,000 to \$192,000, and it now brings in 45 percent of revenues. While ticket sales have increased by one-third over the past five years, passenger levels on the steam train have remained steady.

"We make money on the dining train, but we lose it on steam because it's expensive to maintain," Viberg said. Salem and Hillsborough has now started the charter business to cater to conventioners. He added that projected revenues were "far in excess of what they have been." He thinks the 45 minute drive off the Trans-Canada Highway is the main reason fewer visitors than expected have taken the steam train. The cost of liability insurance has also hurt. Three years ago, the railroad paid \$2,900 for \$3-million worth of coverage. Now it pays \$12,000 for \$1.5-million.

Tight finances also affect one of Canada's better known tourist runs, Algoma Central Railway's Agawa Canyon and Snow Train trips out of Sault Ste. Marie. Although manager Keith White won't release figures, he said the trips come close to breaking even if they get around 90,000 or 100,000 passengers and can keep costs in line. He added that Algoma Central earns 80 to 90 percent of its revenue from freight. "The economic benefits from the operation of



UCRS and other events and activities

Edited by Ed Campbell

Friday, December 16 - 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. Lloyd Baxter will speak on the subject "Mountains and Ribbons of Steel: The CPR from Calgary to Golden, 1981-1982." Bring your Newscast slides, and join us.

Friday, December 23 - Special Christmas UCRS 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.

Friday, January 20 - UCRS Toronto meeting. Dave Spaulding will show his slides of railway stations in towns beginning with letters in the second half of the alphabet.

Friday, January 27 - UCRS Hamilton meeting, beginning at 8:00 p.m.

Friday, February 17 - UCRS Toronto meeting.

Friday, February 24 - UCRS Hamilton meeting.

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



THE 14TH ANNUAL

TORONTO MODEL RAILWAY SHOW MARCH 18 & 19 1989

SATURDAY **SUNDAY**
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our particular tourist trains certainly lend themselves more to the community than to the railway," he said.

Despite these problems, train promoters in Waterloo Region think preliminary figures from the consultant, Cole Sherman and Associates of Toronto, show that they may have a winner on their hands. "From his projections of demand, capital costs aside to set it up, it could operate at a profit," said Rob Deyman, director of policy planning for the City of Waterloo. The issue is now who pays the capital costs: business, municipalities or the province.

Deyman believes the estimate of \$450,000 for line improvements and \$100,000 for annual maintenance is accurate. He notes that Frank Lopes, the Cole Sherman consultant working on the report, once worked on the Canadian National spur that the tourist train would run on and knows the track. Lopes, who relied on Colorado-based tourist-train consultant Joe Minnich for much of his data, said many of his capital costs for buildings and equipment are estimates. But the \$1.5-million for purchasing the line is based on CN's opening negotiating position. The \$950,000 budgeted for equipment includes two steam locomotives and one diesel for replacement and rescue work.

Projected ridership of 100,000 represents slightly less than seven per cent of the 1.5 million visitors who come to Kitchener-Waterloo each year. American recreational railroads have "capture rates" ranging from 6.5 to eight per cent, Lopes said. He added that the Waterloo line should be able to carry 100,000 in its second year, with 70 per cent of that in the first.

All of the tourist train operators to whom the Record spoke say owners must realize they are running a railroad first,

and a tourist attraction second. They stressed the importance of having an experienced railroader as a manager. Lopes said his plan takes into account a less-than-perfect manager. "The operator will be fairly qualified but not necessarily 100 percent. We don't expect there will be someone out there who will be the perfect candidate. But if he's someone who's 75 per cent, he should produce the kind of results we had in the presentation."

SkyTrain Phase II Surrey Extension

The new extension of SkyTrain in New Westminster is approximately 865 metres in length, running from the existing New Westminster Station eastwards to the new Columbia Station, and through to the SkyBridge north approach. The extended New Westminster section includes approximately 460 metres of open guideway; 320 metres of tunnel section; and 85 metres at Columbia Station, at 4th Street and Columbia Street. This section of the Surrey Extension is scheduled to be in service in February, 1989, approximately one year in advance of the scheduled opening of the further portion of the Extension across the Fraser River to Scott Road Station. Prior to opening the New Westminster extension to Columbia Station, extensive testing and commissioning has been in progress on this section for the past two months, summarized in this report. The process of testing and commissioning ensures that all new components installed under many different supply and installation contracts will function as part of the overall SkyTrain system. This means, for example, that security services installed at Columbia Station not only sound an

alarm at Columbia Station, but must also sound an alarm at the SkyTrain Control Centre in Burnaby. Columbia substation and the electrical distribution system which provides DC power to run the trains, and AC power to operate the station, has been commissioned, as has been all guideway trackwork, switch machines, power rails, linear induction motor rails, and associated elements. Commissioning of new computer software for the automatic train control computers is ongoing and about 70 percent completed. Columbia Station is 75 percent complete and ongoing. BC TRANSIT RELEASE

Transit Shorts

The federal government will contribute \$16-million towards the cost of developing a 25-kilometre (15-1/2 mile) commuter rail line (on CP Rail trackage) which will link Vancouver and Port Coquitlam, and which has been an on-again/off-again proposal for quite a few years. ... The Province of Québec is contributing \$21-million to the STRSM in Montréal to improve facilities and to assist in the purchase of 22 articulated buses from Bombardier/Van Hool. ... Dinner's almost ready at the TTC's Wilson Station in Toronto as a new concession called (what else?) "Dinner's Ready" will soon be serving passengers gourmet meals ready to heat and eat at home. ... Transport Canada officials are studying the possibility of construction of an intramural light rail line to serve Pearson International Airport in Toronto. The proposed line could be built and operated by a private company. ... The TTC has launched its "Safety Partner" campaign designed to ensure that passengers are fully aware of the system's safety features. ... New Flyer Industries of Winnipeg unveiled its new articulated bus in Montréal at the recent APTA General Meeting.

CUTA "TRANSIT TOPICS"

The last of BC Transit's Flyer D700 buses are gone. They were last operated on Canada Way until September. Their diesel engines are being installed in E800 trolley coach bodies, converting the trolleys to diesel buses. The D700s, series 5101-5160, first appeared in 1973.

PCD "THE SANDHOUSE"

The first of the TTC's third group of Orion-Ikarus articulated buses arrived early in December. Ikari numbers 6530 and 6531 were seen being delivered to the TTC from Ontario Bus Industries in Mississauga. This third batch, numbered 6530-6559, joins the two previous groups of 30, numbers 6360-6389 and 6390-6419. Starting in the new year, articulated buses will be used on the Brimley North (128), Finch East Express (39C), Steeles West (60), and Thorncliffe Park (81) routes. The platform at Pape subway station has recently been modified for articulated buses.

MOTIVE POWER AND OPERATIONS EXTRA RUMOURS AND GOSSIP

The Port Coquitlam commuter train may not be as sure a thing as recent announcements indicate. The federal government announced its \$16-million contribution before the recent election. (Remember that Finance Minister Michael Wilson said that such announcements were "spending commitments", as opposed to the opposition's election promises.) The announcement was followed by the B.C. government's announcement of an equal amount. Local MP, Minister of State for Forestry, and former Minister of State for Transport Gerry St. Germain attended the provincial announcement, and was credited with being the force behind the federal contribution. Days later, after St. Germain had been defeated in the riding of Mission-Coquitlam, both promises were apparently withdrawn, or at least on shakier ground.

Stories continue about a forthcoming sale of the people's railway to Canadian Pacific. Another part of CN's holdings, its 50 percent ownership in CNCP Telecommunications, has been sold to CP. This follows the previous sale of CN Hotels to CP. When CP sold CP Air, Cominco, and Maple Leaf Mills, some observers wondered what CP was going to do with all the cash. Could the amalgamation proposed in the 1930s be closer than ever?

Recent discussions have taken place between GO Transit and the Ontario Northland over what GO motive power ONR needs to pull the converted GO single-level cars. ONR asked for the 700-series wide-cabs, but GO offered instead the seven ex-Rock Island GP40s in the 720-series. Railfans had assumed that the F40PHs would be the engines to go to ONR. Regardless, GO did announce that its six further new F59PHs would replace existing power.



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