Newsletter

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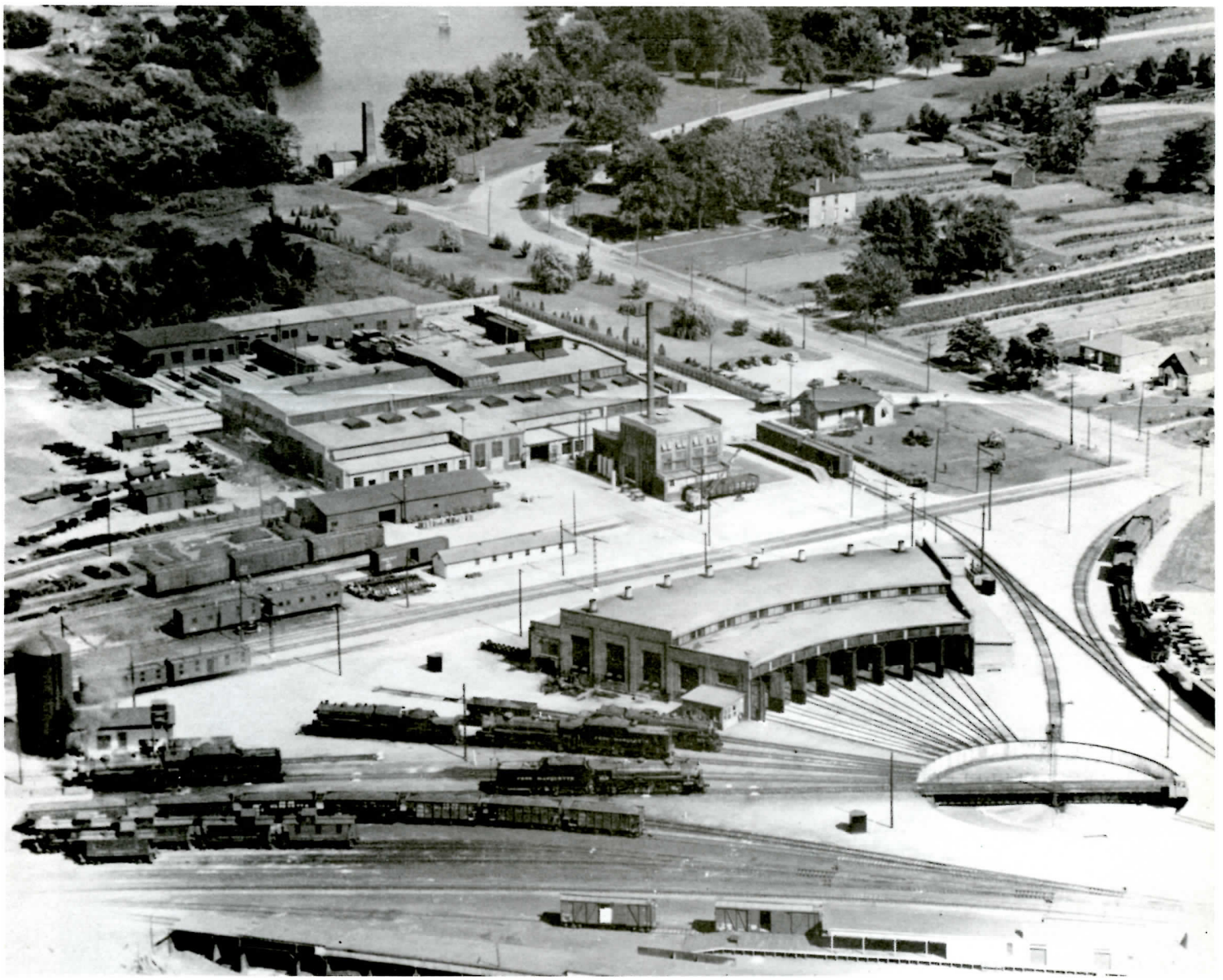
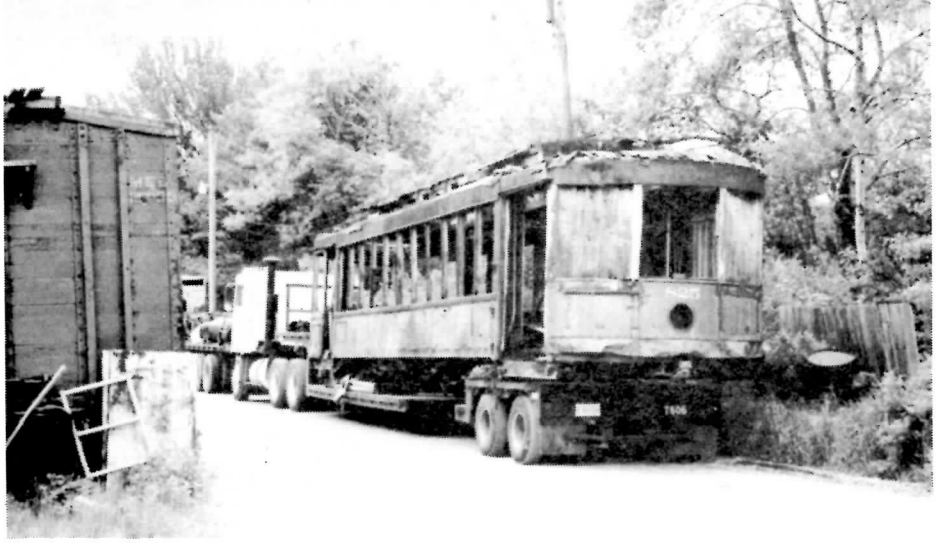
W, G+B ABANDONED - (JAF)

PROPOSED PASSENGER NETWORK SOUTHERN ONTARIO

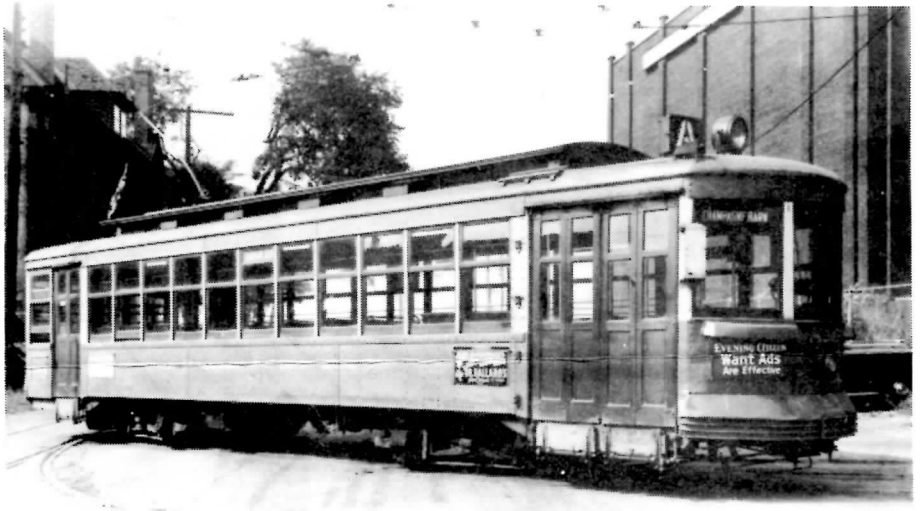


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO

Photo NEWS



OTC 825 arrives at its new home, the Seashore Trolley Museum, on June 9, 1988, after its long journey by flat bed trailer from the Ottawa area. Although somewhat the worse for wear, the 825 is well within the capabilities of Seashore's resourceful staff and machine shop as regards restoration. --Fred Perry



Ottawa Transportation Commission 824, the mate to preserved car 825, is pictured in service in Ottawa, presumably approaching Champagne Barn. The cars were painted a shade of bright, "poppy" red, with cream along the windows. They rode on standard Brill trucks, a common type which Seashore should have little trouble replacing. --Norton D. Clark

Twenty-five years ago this spring a group of Union Pacific FAs visited Southern Ontario, on lease to perenially power-short CPR. Here, an A-B-B lashup switches cars at Guelph Junction; the yellow Alcos were probably en route to London or Windsor. Note the soon-to-vanish station. --John D. Thompson

OTTAWA 825 PRESERVED

Ottawa 825 saved by Seashore Trolley Museum

The Seashore Trolley Museum of Kennebunkport, Maine, the world's oldest (established 1939) and largest such institution, has obtained the body of Ottawa Electric Railway (latterly Ottawa Transportation Commission) streetcar 825, for restoration and operation. This acquisition represents the fulfilment of a dream dating back to 1958, when the museum members first attempted to purchase one of those distinctive red cars, on the eve of total abandonment of the system.

The following article by GEORGE SANBORN describes the events leading up to 825's arrival at Seashore. The article is reprinted with permission from The Trolley Museum Dispatch, Seashore's newsletter. Fittingly, this article is appearing as the 30th anniversary of the abandonment of the fondly-remembered Ottawa system draws near. Melancholy thoughts of the ill conceived scrapping of the operation are offset by the news that one of its units of car equipment has been saved and will some day be operating on the Seashore's line through the Maine woods. The UCRS commends Seashore members in their acquisition of Ottawa 825, and extends best wishes for success in its restoration.

JOHN D. THOMPSON

Ottawa 825

Nearly thirty years after street railway service ended in Canada's capital, a classic Ottawa streetcar has joined the collection at Kennebunkport. On June 9, 1988 Ottawa Transportation Commission car 825 arrived, culminating acquisition activities which began in 1958.

When streetcars still operated in Ottawa, Seashore members often visited the system, enjoying Canadian street railway operation at its best. Even in those years, when Canada had so many fine traction systems, Ottawa stood out. Standing at Confederation Square, watching the majestic red cars, one could easily be transported back to the 'teens or 'twenties when streetcars ruled the thoroughfares.

Ottawa cars were unique. Though the management took advantage of the latest car-building technology, the classic lines of the equipment built at the height of the traction era were retained. The bodies were of modern, lightweight construction for efficiency; the roofs retained the classic clerestories and handsome details of an earlier era.

Of great pride to Seashore is the most comprehensive Canadian traction collection outside of Canada. There was always hope that this collection would include an Ottawa car, but when news reached the museum that the O.T.C. had made the surprising decision to eliminate all rail service , the cars were already the property of a local scrap dealer. The sudden end came on May 11, 1959.

Several phone calls to the dealer, requesting the donation or sale of a car, fell on deaf ears. It must also be remembered that, at the time, the museum was attempting the unprecedented move of five cars from the recently closed Montréal system to Maine for preservation. This and other projects pushed the Ottawa problem aside, but it continued to receive attention off and on.

Two cars nearly came to the museum. Car 854 had been set aside for display in an Ottawa park. When the city decided that it would be impractical to preserve the car in the open, its future was briefly in doubt. Seashore expressed its interest in preventing the car from being destroyed. Trustee George Sanborn wee remembers visiting former Mayor Charlotte Whitton in Ottawa, on the museum's behalf. Eventually 854 found a good home at the National Museum of Science and Technology in Ottawa.

The second car was 696, which went to the CRHA railway museum at Delson, Québec. Time had taken its toll on the car, and the museum's management was unsure of its future. Despite its condition, it was felt that the car belonged in a Canadian museum. Ottawa's 859 is also preserved under cover at Delson.

Ottawa cars found

Rumours persisted that Ottawa car bodies still existed. In 1987 the late Ted Santarelli and Ben Minnich began an effort to find cars to represent important traction systems not yet included at Seashore. Both encouraged George Sanborn to give it "one more try."

George immediately contacted Omer Lavallée, a prominent Canadian railway historian, and enlisted his help. Omer and his scouts lost no time in exploring the countryside for streetcars. They reported success. Five or six cars still existed in a junkyard in Gatineau, Québec, a suburb of Hull across the river from Ottawa. George began making calls. As a result, George and Ben Minnich headed for Ottawa on August 25, 1987.

Ben drove the local roads through Québec to determine the best route for transporting a streetcar by highway. Checking overhead clearances took time, but would save much more time later.

They arrived at Gatineau around 3:00 p.m. It is a once-small town experiencing suburban sprawl. Condominiums and shopping centres have spilled over from Hull and Ottawa. Sitting amidst this was Desjardins-Lalonde, Inc., an auto junkyard. Among the scrapped automobiles and piled junk metal reposed the bodies of several Ottawa 800-series cars. Many more had already been cut up at the site, and their remains could be spotted. These remains contained many valuable components needed to outfit a complete car.

In the rear of the junkyard, nestled against a granite outcropping and a grove of beech trees, sat four Ottawa streetcar bodies which had not been bulldozed together. Junkyard employees could not understand why these strangers from the United States would be so interested in rusting scrap metal. To help overcome the confusion, which was compounded by the language barrier, Ben produced a copy of the museum's guidebook, which includes photos of streetcars operating in Montréal. Once they appreciated the visitors' purpose, a handshake agreement was made to sell Ottawa car 825 to the museum.

Ottawa 825 purchased by Seashore

The Desjardins-Lalonde employees developed an interest in the effort to preserve an Ottawa streetcar, and more than once provided assistance. Upon arrival home, George mailed a cheque to pay for the purchase of car 825, but due to a Canadian postal strike the cheque would not arrive at Gatineau until two months later.

In mid-October, as interest in the project grew, Mike Carroll accompanied George on a second trip to gather as many parts as possible from what remained of other cars that had been

Upper Canada Railway Society

Newsletter

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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.

SOCIETY NEWS

On the membership renewal forms for 1989, we asked about your interests. Over 80 percent of the members that renewed with that form answered, and we thank you for your assistance. The results were:

Railway--Modern	77%
Railway--Historical	75%
Urban Transit	56%
Electric Traction	59%
Total responses	487

This shows a very even balance of interests among our members between modern and historical interests, and that there are a few more railfans than transit enthusiasts. As you can see by the high numbers, most of the members have interests across the boundaries of these categories. These numbers seem to confirm the present practices in the **Newsletter** and at the monthly meetings, where there is more rail-oriented material, but still a strong helping of transit information. We do not expect that every member will be interested in the entire contents of each **Newsletter**, but that you will find enough each month to keep you informed in your field. Further comments on this subject are invited.

Some members have asked about 1989 membership cards. The cards will be printed when the Society has purchased its new laser printer. Until that time, the effort that would be required to prepare the cards by manual typing will be spent instead on more productive Society projects, especially the preparation of the **Newsletter**. Your patience is appreciated.

Notes from Ottawa

By J.M. Harry Dodsworth

Recent trips by VIA between Toronto and Ottawa have been uneventful. On February 19, 1989, Train 44 was one minute early. On March 10, 1989, Train 47 was on time, while on March 12, Train 44 was ten minutes late, mainly because it was held outside Brockville as Train 69 was in the station, over 15 minutes late. Train 45 was full, and I got the last seat on Train 47 on March 23, the Thursday before Easter. We reached Toronto 14 minutes late, mainly due to heavy traffic, causing track switching after Belleville. It was not a good evening for VIA. We passed Train 45 stopped near Bowmanville--announced in Toronto as two hours late. Train 69 from Montréal was expected one hour late, while the *Canadian* was eight hours overdue. The eastbound trains (68, 46, and 168) were all over 20 minutes late at Kingston.

Notes from Peterborough

By David Hales

The City of Peterborough and CP Rail are now at the stage of formally entering into an agreement whereunder the former is to purchase the local rail station.

Railfans may be interested to know that Trentway Tours has added a new tour featuring another railway–The Québec, North Shore and Labrador. This is a 10 day tour visiting Québec City, Sept Îles, Labrador City, Wabush, Fermont, Baie Comeau, Tadoussac and Montréal. The return from the top of the line is by bus to Baie Comeau, sighting the Manic 5 power dam en route. Trentway Tours should be commended for undertaking this tour as well as the ACR and ONR tours, considering Trentway-Wagar's management's anti-VIA Rail position.

Observations on a February 18, 1989 trip to Toronto via Port Hope: Train 651/656 is now handled by RDCs–3 cars on this morning, and there were no double seats left for us! It was good to see a large crowd. On the return at night we found the *Cavalier* headed up by a pair of MLWs, 6793 and 6776. The rest of the train consisted of 2 coaches, 2 sleepers–*Rivière Cloche* and *Eldorado*, and a baggage car. This train was considerably shorter than past trips when 3 sleepers, 3 coaches, a lounge car and baggage car were assigned. Is this an indication of declining patronage? It should be noted that all observed trips have been on Saturdays.

The Society would thank Hubert Allen for his recent donation of back issues of the **Newsletter**, railway magazines, and other material.

COVER PHOTO: Aerial view of the Père Marquette (later Chesapeake and Ohio) roundhouse and shops at St. Thomas, Ontario, during the mid-1940s. The camera is looking southeast towards Pinafore Park. This photograph may have been taken as part of air force training during the war. Notice the London and Port Stanley electric line passing through the picture, behind the roundhouse. The roundhouse and the car shops were demolished in February and March 1989, and the land may be redeveloped for housing and shopping. Official Chesapeake and Ohio Railway photograph (Negative #1328), collection of Chesapeake and Ohio Historical Society.

scrapped at the junkyard. The staff was very helpful, and encouraged Mike and George to take as much as they could haul away, free of charge.

During winter and spring, plans hardened, along with the soft, wet ground around car 825. Plans had to be made which would fit the vacation schedules of those who had offered to help. Ben flew in from California to drive the truck. Peter Folger, Chuck Griffith, Fred Maloney and George completed the crew, which left the Museum on June 5, 1988.

After arrival late that afternoon, no time was lost. Robert Lalonde put the crew in contact with a friend, who along with his bulldozer, was hired at a greatly reduced rate. Next morning it began pulling and shoving scrap metal and extracting car 825 from its grove, much like a dentist pulling a tooth. By early afternoon, the car body was positioned so that it could be jacked onto the trailer which would carry it to Maine.

Meanwhile, Fred and George picked out any streetcar parts they could find amid the junk piles. Window sash, brass hardware, window guards and more were found.

Car shipped to Maine

By the end of the day on the 6th the body was aboard the trailer. The crew left for the day with plans to secure the car and depart for Maine the next morning.

When the crew arrived on June 7, they found that the beech grove where 825 had sat had burned, along with the remains of several other cars. Robert Lalonde, laughing, reported that the junkyard had been on the news on Ottawa television. As a favour to the Museum, employees of the junk yard had donated their services to remove the anti-climbers from the remains of some other cars. After they had left for the night fire had broken out, but fortunately was brought under control before it did any serious damage.

Shaken, but relieved, the crew went to work chaining down car 825 to the trailer, cleaning accumulated junk out of the interior, and securing or removing loose boards, especially on the roof. All the pieces gathered from among the junk piles were loaded and one last look around ensured that nothing of great significance had been overlooked.

At 5:16 p.m., Ottawa Electric Railway 825 departed for Maine. There were many onlookers as it passed over city streets in Ottawa, streets over which it had operated in some cases. In Montréal traffic was heavy, and slowed further as this strange load passed by.

The U.S. border was reached at midnight. As is usual in a Seashore move, there were many open mouths as startled Customs officers were confronted by a streetcar. Explanations had been rehearsed, but fortunately, the customs supervisor mentioned his visits to Maine, which included a yearly visit to the Owl's Head Transportation Museum. George paid the modest customs fee, and the journey resumed.

After spending the at St. Albans, Vermont, the car and weary crew made the final leg of the journey to the Museum. At 5:26 p.m., Ottawa Electric Railway 825 arrived at its new home in Maine. Car 825 was built in 1925 by the Ottawa Car Company and represents one more of the world's capital cities in the Seashore collection. It is an important addition to Seashore's Canadian collection, and will be a popular exhibit once the money has been raised to pay for its restoration.

Appreciation is expressed to "Dispatch" Editor Michael J. Carroll for his assistance with the publication of this article and photos in the UCRS Newsletter.

Donations requested

Seashore Trolley Museum's recent acquisition of Ottawa Electric Railway car 825 means that a representative of another world capital joins the museum's international collection. OER 825 now shares the spotlight with representative equipment from centres of government such as London, Berlin, Rome, and Washington. This car is a significant addition to the museum's Canadian collection, which is in itself the largest and most comprehensive outside the country. The Ottawa 800- (and 900-) series were majestic, red streetcars, commanding the attention of visitors to the capital, as well as that of its citizens. They were the kings of every major thoroughfare from the early 1920s until 1959. No doubt, many Canadian visitors to the museum will remember this symbol of their capital city with nostalgia. A cache of trolley hardware and miscellaneous artifacts came along with the car to facilitate its restoration so that it can once again operate in passenger service. To accomplish this, the Museum needs your help with both the moving costs and restoration expenses. Contributions to the preservation and restoration of this exhibit are requested.

Seashore Trolley Museum
Ottawa 825 Fund
Postal Drawer A
Kennebunkport, Maine, U.S.A.
04046-1690

Amtrak to adopt airline style fare system

Amtrak will begin using the same kind of computerised fare-setting system as is employed by airlines, some time next year, which will mean new, possibly lower fares and constantly varying numbers of seats at different fares. The shift to the "yield management" system may take place next fall, according to Timothy Gardner, Amtrak's vice-president of passenger marketing. Under the system, computers use past ridership on routes and current reservations patterns to determine for each train how many seats should be sold at various prices. There will be no advance purchase requirement for discounted tickets, but for trips expected to be popular and thus having fewer cheaper seats, those seats would be sold out more quickly. If demand for higher-priced seats is lower than expected, a discounted fare that was not sold out one day may be available the next. Conversely, if demand is higher, the computer may reduce the number of cheaper seats.

NEW YORK TIMES SERVICE

Historical Note: Construction Railway

J.D. Knowles

Thirty years ago, in 1959, an extensive two-foot gauge contractor's underground railway was being operated west of and parallel to the Humber River in Etobicoke Township, for the construction for Metropolitan Toronto's Humber River Sanitary Trunk Sewer, which ends at the Humber Treatment Plant on a former golf course site just north of TTC Humber Loop. The motive power for the railway was Atlas battery-electric four-wheel locomotives supplied by the Construction Equipment Company. A battery charging shed was located near the west side of the Humber River below the end of Queen Mary's Drive (between Bloor and Dundas Streets), where track emerged from a portal into an area where the dump cars were tipped and the shale, *etc.* reloaded into trucks for disposal. This portal is today unrecognizable as it has been sealed up and sodded over.

THINK RAIL

AND
THINK ELECTRIFICATION

A passenger railway service proposal for southern Ontario.

A quartet of southern Ontario residents has published a forward thinking proposal for a comprehensive provincially operated system of passenger rail services. The four gentlemen concerned, J. van den Andel, P.Eng. of Burlington, D. Hiel of Scarborough, J. W. du Mez, P.Eng. and A.J. Meltzer, comprise the 'Think Rail Group" and indicated that they are "concerned knowledgeable citizens, interested in passenger trains as a solution to the densely populated areas of Southern Ontario." They believe that "good train service will reduce gasoline consumption, reduce pollution, relieve highways and reduce parking problems. It gives the Airport traveller peace-of-mind because he is assured of timely arrival. It also allows the design of satellite communities with affordable housing."

The group's published report dated January 16, 1989, has been distributed to Ontario Ministry of Transport officials, municipalities within the area concerned, and elsewhere.

A summary of, and commentary on the report follows.

In the introductory statements, the TRG report states: "A survey of worldwide metropolitan area transportation systems has indicated that most are electrified. Our preference is for electric propulsion systems because (such) allow for short, fast, economical trains with high acceleration characteristics, low maintenance, and (which are) non-polluting, quiet and clean. Such metropolitan systems are operated either directly by the state or under regulated statute by private corporations. In all cases the capital costs are borne by the state, while 30% to 70% of the operating costs are subsidized, depending on the country. Our proposals assume that capital costs are provided by the Province of Ontario in lieu of extensive and expensive new highways. However, we believe that in our proposal operating costs and depreciation will require less than 30% subsidy."

The report takes dead aim at two of the present facts of life now inevitability experienced in moving about and through the Greater Toronto area:

–Increasing road congestion which, the report says, will cost in the order of $10 billion annually by 1993, with all costs computed;
– The congestion (both in the air and on the ground) around Toronto's Pearson International Airport (the group estimates that, if the airport was served by a rail link from downtown, as in Zurich and Amsterdam, some 40% of the airline passengers would use the service, i.e., 20,000 per day.

Expanding on the concept of an airport serving railway, which is one of the principal elements of the total TRG scheme, the authors say that some 12,500 cars would be taken off the road, or at least away from roads near the airport. There would be even higher usage of an airport train service if it continued westerly beyond the airport. One substantial factor in relieving car traffic would be that air passengers that now drive could travel via a train to or from a local rail station (provided the train had adequate and expeditious baggage handling capacity -sjw).

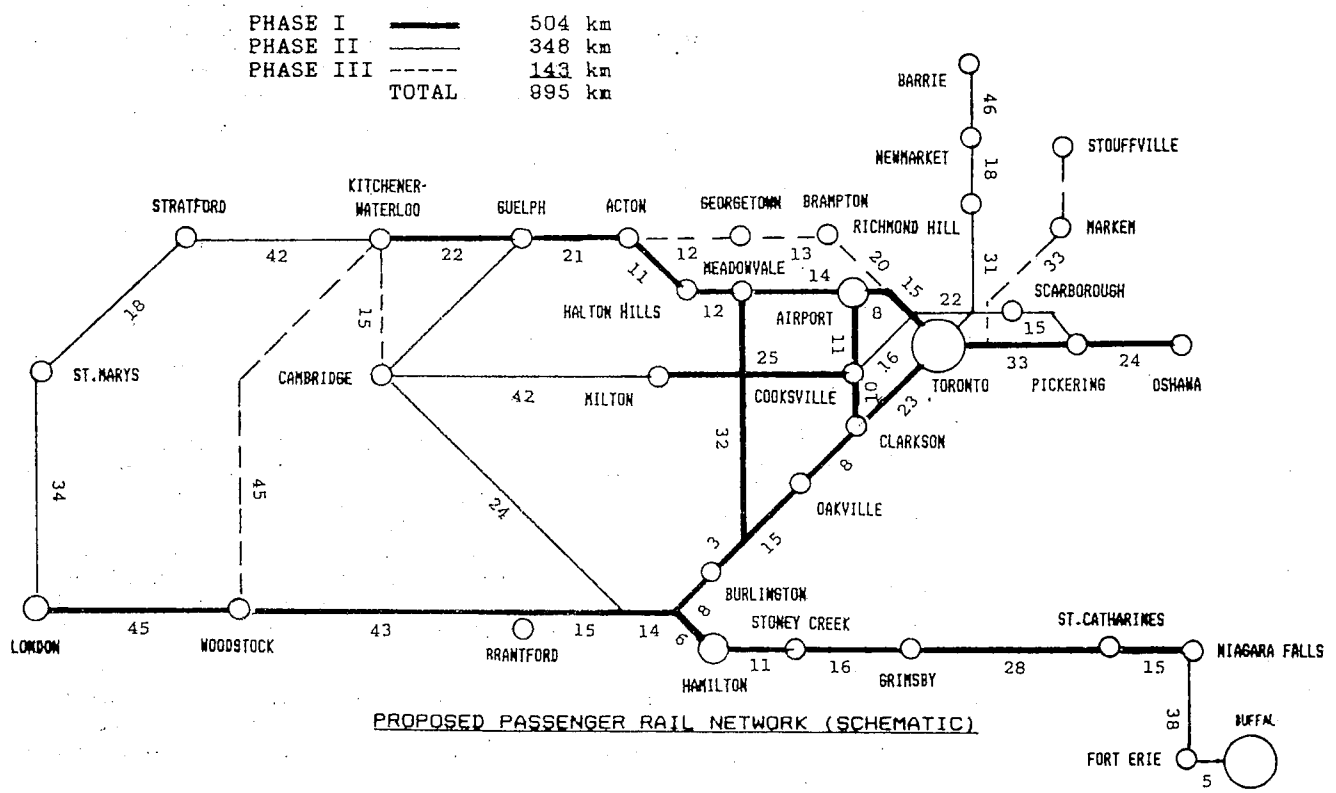
The report stresses also how an intensive regional rail service could free up air space by eliminating unnecessary short hop flights, which would also reduce road congestion.

The essentials of the plan

With the basic strategy objectives as summarized above as background, the TRG proposal includes the following elements:

– The Provincial Government should be the operating agency for all passenger trains in Ontario, having in view the undisputed success of the GO Transit commuter system. The observation is made that "VIA rail service is subject to high rental rates (CN and CP), with outdated equipment, stations in the middle of nowhere, with only one platform on one side of a double track line; the facilities are marginal, and the service lacks punctuality. The only incentive for the Federal Government to keep the trains running is political, since Ottawa does not contribute to highway construction. GO Transit has shown that, with new trains and a fresh management, rail service can do well".
– A three-phased network of Provincial rail services, operationally centred on Toronto, but with expansions primarily to the west and south (see accompanying schematic map) as the basic proposal. At least the core system would be electrified, and would operate on separate dedicated passenger tracks on existing rights-of-way (leased or acquired from the railways).
– GO Transit services would extend in the initial phase to Kitchener, London and Niagara Falls, and, by way of cross-links, from Hamilton/Burlington and Clarkson to Pearson Airport. The Guelph/Kitchener service would operate by way of a new line between Weston and Acton, passing through (under presumably) the airport and then via Meadowvale and Halton Hills. The Clarkson–Airport link, through Cooksville, would also represent a new line.

The second phase would see extensions to Cambridge (from three directions), Kitchener–London via Stratford, Buffalo, and a Toronto by-pass service from Pickering to Cooksville, along the CN York Subdivision and CP North Toronto Subdivision. Also, an intensified service would extend to Barrie, presumably by way of the periodically suggested cutoff joining CN's Bala and Newmarket Subdivisions.



PROPOSED PASSENGER RAIL NETWORK (SCHEMATIC)

Phase 3 would involve additional (more westerly) cross-links, as well as,presumably, service buildups on existing GO Transit lines such as Stouffville and Georgetown.

Along with the pattern of new and intensified services, totalling a 618-mile system, the Think Rail Group envisions 125 m.p.h. operations pursuant to permanent way upgrading for the primary services. Such would involve curve straightening, a maximum axle load of 200 metric tonnes, 25,000 volt A.C. electrification, high platform loading, full grade separation with road crossings, complete passenger/freight separation on the heavy lines, 30 or 60 minute headways on those lines and even more frequent service to the airport. With the system operating and having proven itself, the operation of parcel service and mail trains should be considered. The dedicated auto drivers of Ontario would never permit all this? --Think of the lowered insurance rates and reduced driving stress.

The CP North Toronto Subdivision is particularly advocated as a cheap and effective route for cross-Metro rapid transit, at an operational speed and station spacing that would make it complementary to, rather than competitive with, the Bloor--Danforth Subway.

The TRG points out that the population density in the "Golden Horseshoe" area of Southern Ontario is 444 persons per square kilometre, a greater density than in the case of most countries where modern passenger services operate. While the demographic and cost studies presented in the report are not discussed here, in the interests of space saving and avoiding possible tedium for many **Newsletter** readers, it should be pointed out that the TRG analysis points up a potential operating cost recovery of 80% on the proposed system.

Equipment proposals

TRG envisions a three-car single level EMU set as the basic operating unit for non-peak hours. The system would require a fleet of 200 such cars, with an 112 m.p.h. capability. Twenty new locomotives would be used for hauling present GO Transit bi-level cars, such units geared for 93 m.p.h. operation, on commuter runs. One-, two- and three-car diesel powered trainsets would serve the outer non-electrified parts of the system. Fifteen of the EMU trainsets would serve the Oshawa--Union Station--Airport--Kitchener/Burlington service.

Editorial comment

At a time when the future of VIA Rail is very much in doubt, the Think Rail Group has developed a proposal which would have the potential to encompass a substantial portion of that system within a new operating mandate. There would be an expanded GO Transit operating regime, which would make that agency a provincial rail passenger operator, not aimed simply at the Toronto commuter shed. While the rationale for the TRG report's proposal that the Transcontinental, Montréal, New York and Chicago services be handed over to GO Transit at the Provincial boundary does not seem to be very well founded, the balance of the proposals bristle with eminent logic. The concept of a trunk line operating through both Toronto Union Station and the Pearson Airport is a new one, and would open many new opportunities for intermodal connections and convenience. The establishment of public transport networks, such as would be accomplished by this particular aspect of the TRG proposals, could begin to make decided inroads upon the auto habit on a regional, and even provincial scale, just as effective local transit systems do now on an urban scale.

The prospect of a rail passenger which would return 80% of operating costs is one of which governmental authorities should take serious notice, particularly when the system is directed to solving two of the most serious, and expensive, transportation problems of today: airport congestion and road congestion. The costs of constructing and equipping the system need to be traded off directly against the costs of ever expanding the mess that is Pearson International Airport.

TRG has drawn heavily on examples that already exist, particularly those developed by John Fleck's "Geniuses" in Western Europe. The costing and service/ridership projections in the Group's report appear realistic and well founded. The work of the TRG is not what is to be

Line segment	length km	No.of emu's	standby emu's	total emu's
The Airport Line	135	15	3	18
Toronto-Airport Local	27	8	2	10
Lakeshore Line	120	10	3	13
Milton Line	41	6	1	7
Niagara Line	70	5	1	6
London Line	117	8	2	10
Airport-Clarkson conn.	21	2	1	3
TOTAL		54	13	67

questioned--the doubt creeps in when one considers the primary target audience. The Federal Government which should contribute significantly to such a rail system, because of the saving in airport expansion and operating costs which it would make possible, will probably offer its usual kinds of evasive excuses for not doing so. The air-minded bureaucrats at the Ministry of Transport will probably eschew anything that may delay or detract from unlimited growth of operations and facilities for air transport. On the Provincial side, while there is now an effective rail system in the form of GO Transit, highway-mindedness is still very strong; the concept of the rail system existing for any purpose beyond that of relieving Toronto's commuter peaks is something that may require much adjustment in the thinking of Ministry of Transport personnel.

One hopeful sign is the recent announcement (devoid of any hard details) that the Province is thinking of some kind of GO Transit rail link to the airport to relieve road and parking congestion in its vicinity. This would, at least, be a beginning. As for GO Transit electrification, it has been the subject of two past schemes, both of which have fallen by the wayside. Perhaps, on a third time around, the manifest destiny of catenary over Toronto area railway lines will take hold for good.

THANKS TO MR. J. VAN DEN ANDEL FOR FORWARDING A COPY OF THE TRG REPORT TO THE UCRS, AND TO GEORGE W. HORNER FOR FORWARDING A KITCHENER-WATERLOO RECORD PRESS REPORT ON THE MATTER.

CN

A MAJOR PORTION OF WELLINGTON, GREY & BRUCE RAILWAY ABANDONED

By Just A. Ferronut

January 22, 1989 saw the official end of 53.19 miles of track built by the Wellington, Grey and Bruce Railway Company. This was part of the CN's 59.56 mile long Southampton Subdivision which it was permitted to abandon on that date.

CN's Southampton Subdivision, defined in recent years as joining Harriston Junction with Douglas Point, started life as part of the Wellington, Grey and Bruce Railway. This company joined Harriston with Port Elgin and then extended northward some 4.1 miles to Southampton. This part of the original WG&B saw its first revenue train on December 7, 1872. The WG&B System (at least in name) extended from the Grand Trunk in Guelph to Southampton and also via Palmerton and Listowel to Kincardine, Ontario.

The WG&B, under various agreements consummated between 1869 and 1872, leased its lines to the Great Western Railway Company. Operation on the W.G.& B. lines was taken over by the Grand Trunk in 1882 when it amalgamated with the G.W.R. Eleven years later, in 1893, the WG&B legally vanished when it was included in the Federally approved amalgamation into the G.T.R.

A check of a couple of timetables shows that in late 1925 there were two trains a day each way Monday to Saturday between Harriston and Southampton. At that time the CNR was using oil electric cars on this run, which took 2 hours and 6 minutes. Twenty four years later in late 1949 there were still two trains a day each way, 6 days a week. But one trip each way had been downgraded to a mixed train that took 2 hours 27 minutes for a one way run. The other train, still a first class train but steam powered was making the trip in 1 hour 43 minutes.

The coming of Ontario Hydro's Douglas Point Nuclear Generating Station saw an 11.4 mile rail spur constructed from Port Elgin to this new facility. In the mid-70s CN designated this spur as part of the Southampton Subdivision, with the original 4.1 miles between Port Elgin and Southampton converted to the Southampton Spur.

Recent years have seen the abandonment of the WG&B between the northern outskirts of Guelph and Palmerston. Also, the line to Kincardine has been cut back some 28 miles to Wingham.

National Transportation Agency Order 1988-R-632 dated July 22, 1988 authorized CN to cease operations on the 59.56 mile Southampton Subdivision within 6 months. While it is understood that there were numerous attempts to delay the abandonment by various parties, including Ontario Hydro and the province, there was no extension granted. Rumours still abound that even now there is an ongoing study to compare the costs of the various alternatives for moving supplies to the Ontario Hydro plant.

EDITORIAL COMMENT (JAF): Apparently this study will provide the provincial government and Ontario Hydro with a basis to evaluate the matter as to whether they or someone else should get into railroading. One concern apparently relates to the moving of hydrogen sulphide to Douglas Point.

Central Western Ry.

CENTRAL WESTERN
RAILWAY CORPORATION

By Massey F. Jones

On March 7, 1989, business brought me into a chance encounter with Mr. Ralph Garrett, P.Eng., Chief Engineer and part owner of the Central Western Railway Corporation. While I still have to visit the CWR, because our schedules do not agree, Mr. Garrett gave me an insight into operations, which I am glad to pass on. Readers should bear in mind that the railway is not some kind of high pressure outfit as they may be used to, but one that is operated "as required" by highly dedicated people who want to serve local farmers by handling carloads of grain to the CN main line. I am told that the "station" consists of an ATCO trailer at Stettler, about a couple of hours northeast of Calgary, a little to the east and about halfway along a line drawn between Calgary and Edmonton.

Several fine ex-CN stations still exist along the line; it appears from my conversation with Mr. Garrett that they were sold by CN to local towns and have been refurbished as museums. Plagued with problems from railway unions at the beginning, the headaches seem to have subsided, leaving the CWR to run its trains the best way it sees fit. Due to light rail on the former CN Stettler Subdivision (or at least on the greater part of it), the CWR is forced to run light power, consisting of two GP7s (4301, 4302) and one GP9 (7438). It's an open secret that there is a problem with the GP9, but, according to Mr. Garrett, it will be kept at the CWR regardless. Interested in the motive power? Consult the *1988 Canadian Trackside Guide* (page 2-5) for more details. The slides which I have show the GP7s in "industrial yellow" and black, while the GP9 is still in its Conrail blue paint, with the logo painted out.

As noted above, the sole purpose of the CWR is presently to serve grain farmers along the route. There can be exceptions, but Mr. Garrett pointed to a weekly schedule as follows:

Sunday, CN leaves empty grain cars at the connection with CWR, Mile 1.7 CN Stettler Subdivision (just south of Camrose, Alberta).

Monday, CWR picks up the empties (at what they call their "North End"), and then delivers them all along the route south to Stettler.

Tuesday, layover.

Wednesday, proceeds from Stettler to the "South End" (I assume they are delivering empties to customers -MFJ); returns with full loads from the South End, north as far as Stettler.

Thursday, continues north of Stettler, picking up full cars along the route, delivers to CN connection at North End.

Mr. Garrett and I didn't have a great deal of time to discuss CWR niceties. Getting back home, I armed myself with a trusty copy of the CN Mountain Region Employees Timetable, from which I surmise that the following happens, once the grain cars get out of CWR territory northbound (CNR connections are rarely, if ever, made at the south end): Grain cars travel north from Ballast Pit, Mile 1.7 CN Stettler Subdivision to Ferlow Junction, Mile 0.0, then from Ferlow Junction, Mile 54.3 CN Camrose Subdivision to Bretville Junction, Mile 0.0 of the same subdivision. From Bretville Junction, Mile 260.2 CN Wainwright Subdivision, cars travel to East Junction, Mile 263.3, which is the Calder Yard Entry and Exit. Once they are switched, I suppose they join a unit grain train for Prince Rupert via Jasper. Could they travel east through Saskatchewan and Manitoba to Churchill? I suppose it's possible. Perhaps a more knowledgeable fan than I could fill us in with the details; I'd love to read ever so much more about the subject. There you have what I was able to gather anyway, a thumbnail sketch of the CWR.

There are many researchers among us and, though you may not be able to visit the CWR, you can have some kind of overview into their operating area by consulting the National Topographic Series maps, available from selected government stores, fishing supply stores, and a score of others. Interested readers should get the following:

Scale 1:250,000
83A Red Deer, 82P Drumheller

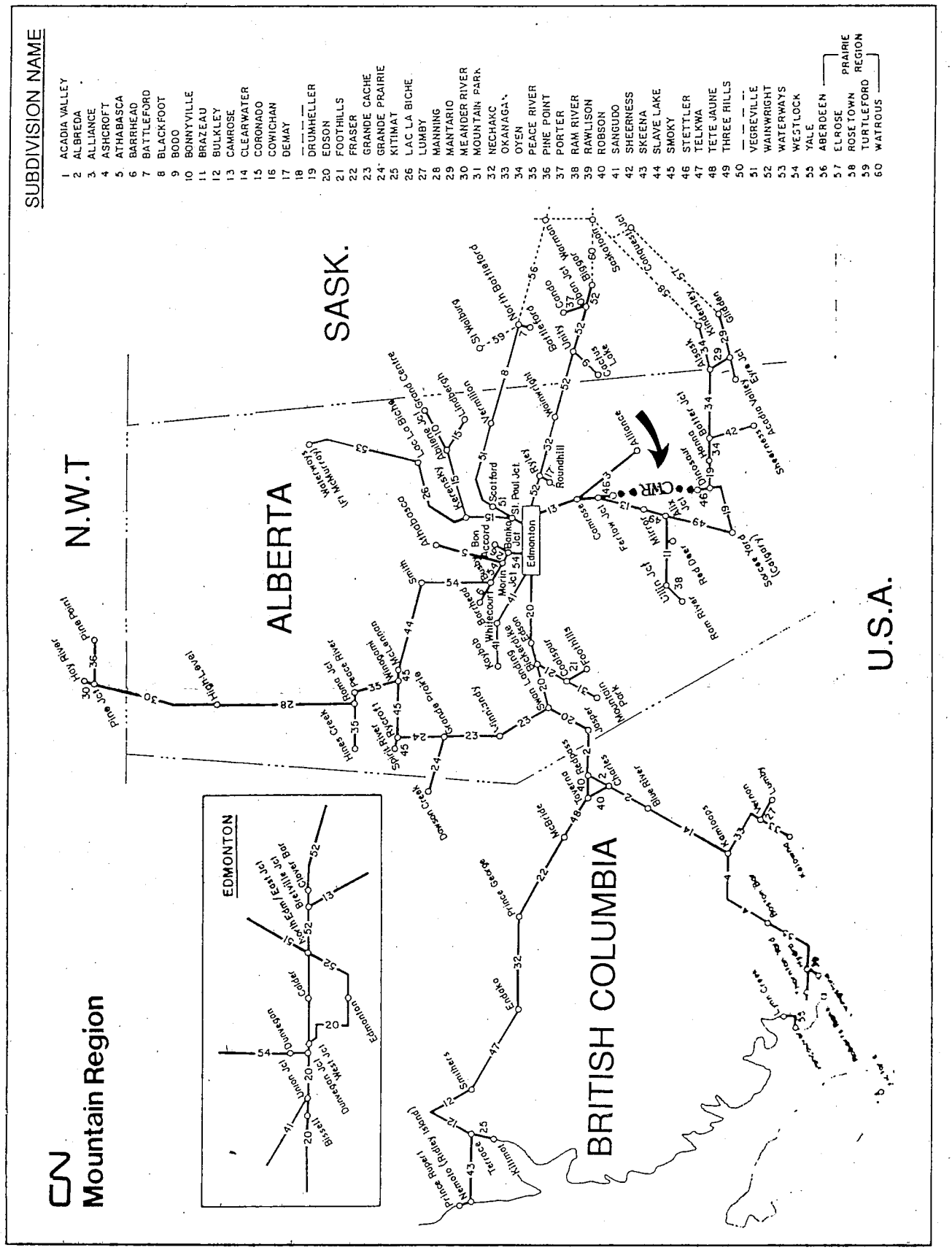
Scale 1:50,000
83A/15 Ferintosh, 83A/10 Donalda, 83A/7 Stettler,
83A/2 Big Valley, 82P/15 Rumsey, 82P/10 Munson.

These maps cover all of the CWR trackage as well as the CN connections north by Ferlow Junction and south by Dinosaur, both on the CN Stettler Subdivision, which is in fact linked by the CWR at each end. (See disconnected segments labelled "46" on the accompanying CN Mountain Region map, as well as the two segments of the Stettler Subdivision shown on the accompanying extract from CN Employee Timetable No. 8). From the topo maps you may note that the average height of operation for the CWR is roughly 2500 feet ASL; the CWR ascends from Viewpoint (2385') to Warden (2723'), then descends to Scollard at 2700 feet. The southernmost station for the CWR is just north of Morrin, near Drumheller.

And, from the March 16, 1989 issue of the CALGARY HERALD:

Western Canada's only locally-owned railway has been given a new lease on life by federal Minister of Transport, Benoît Bouchard. But Ottawa still has to decide how much financial support it will provide to Central Western Railway Corporation, which operates CN Rail's old Stettler Subdivision in central Alberta. CWR gets $10.54 for each tonne of grain hauled from a special rail system improvement fund, but that source of money runs out March 31, 1989. "We have to have something in place soon," the Grain Transportation Agency's Richard Wansbutter said Wednesday in a telephone interview from Winnipeg.

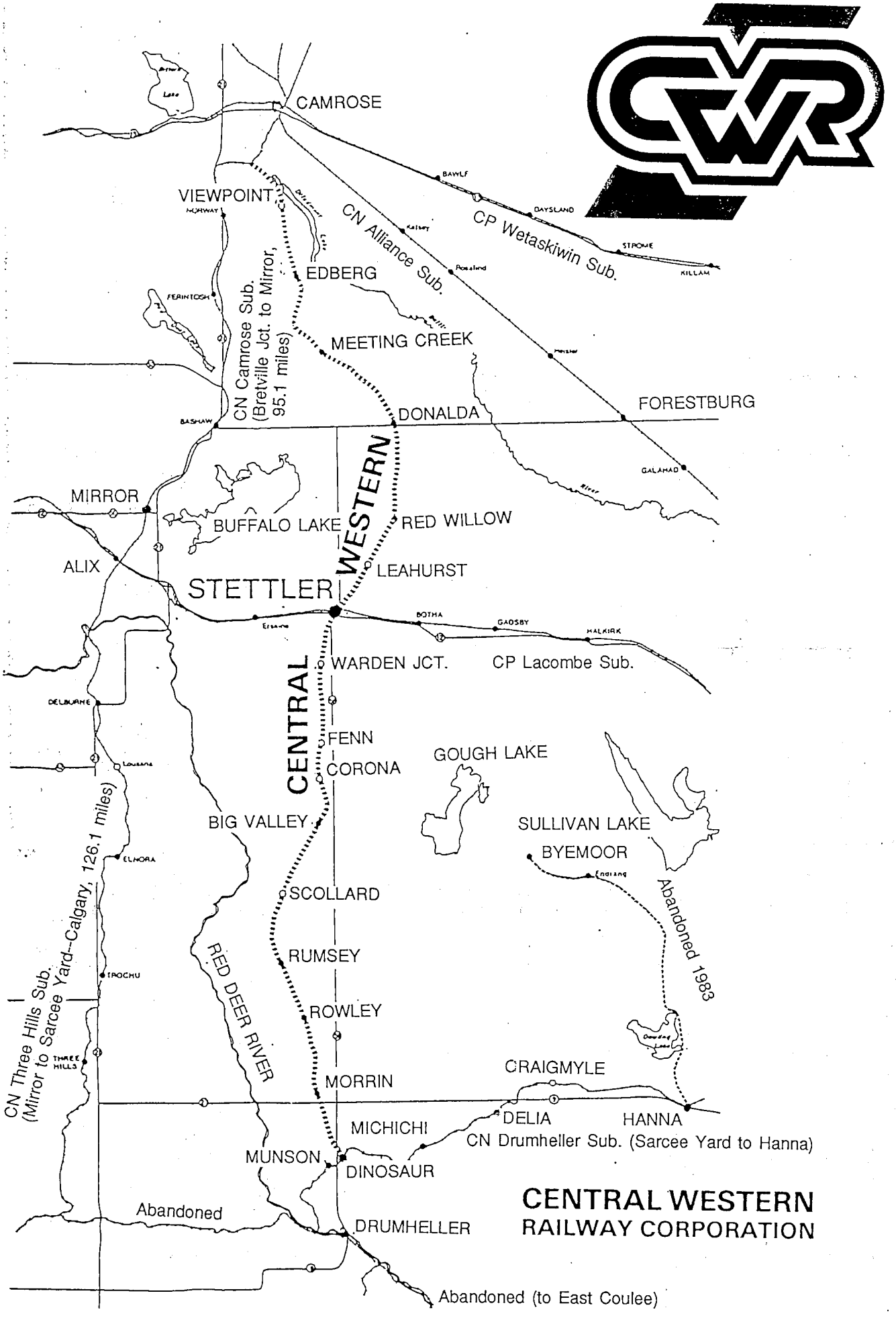
The decision to allow CWR to operate beyond the end of the month was based on an economic report put together by a federal committee set up to evaluate the operation. "It shows costs of CWR are slightly above the system's average," said Wansbutter, who was the committee's secretary. Ottawa

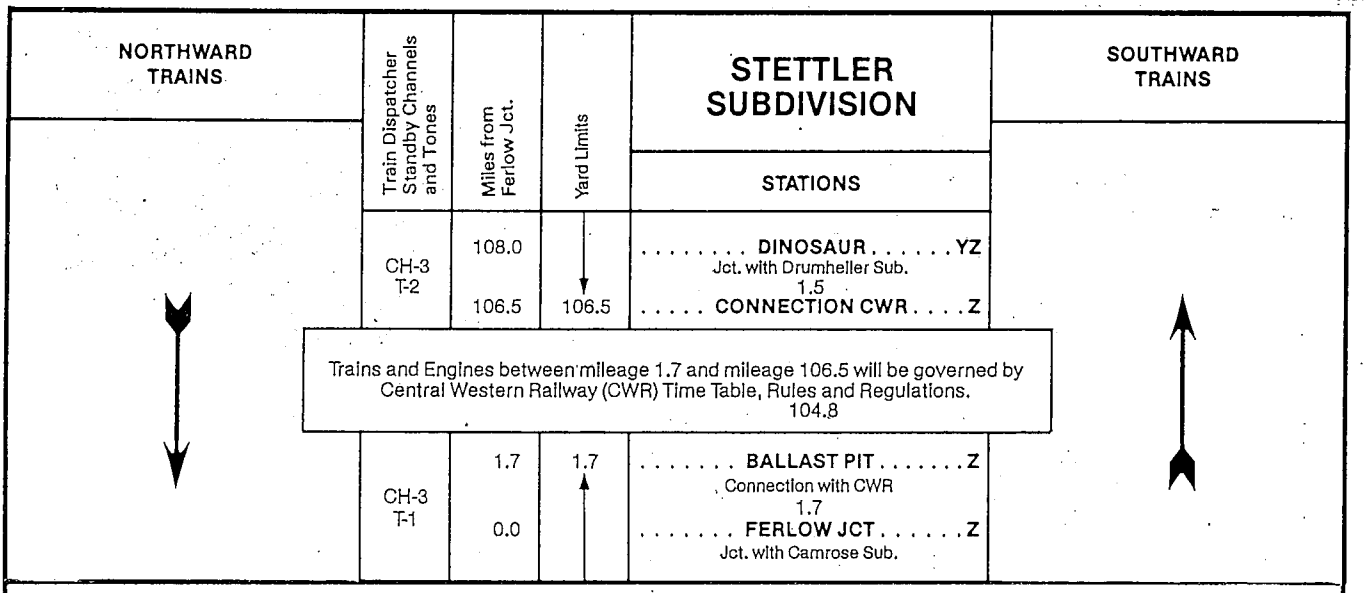


provides an average subsidy of $23 a tonne for grain moved on Canada's national carriers–CN Rail and CP Rail–while farmers pay about $7 a tonne towards the hauling costs.

CWR, which services nine grain delivery points along the 175 kilometres (109 miles) of track between Stettler and Morrin, has been running on a experimental basis since being established in late 1986 with the help of a $1.75-million federal grant.

From M.F. Jones


CAMROSE
VIEWPOINT
EDBERG
MEETING CREEK
DONALDA
FORESTBURG
MIRROR
BUFFALO LAKE
RED WILLOW
ALIX
STETTLER
LEAHURST
WARDEN JCT.
CP Lacombe Sub.
FENN
CORONA
GOUGH LAKE
BIG VALLEY
SULLIVAN LAKE
BYEMOOR
SCOLLARD
RUMSEY
ROWLEY
MORRIN
CRAIGMYLE
DELIA
HANNA
MICHICHI
MUNSON
DINOSAUR
DRUMHELLER
CENTRAL WESTERN
CN Alliance Sub.
CP Wetaskiwin Sub.
CN Camrose Sub. (Bretville Jct. to Mirror, 95.1 miles)
CN Three Hills Sub. (Mirror to Sarcee Yard-Calgary, 126.1 miles)
RED DEER RIVER
Abandoned 1983
CN Drumheller Sub. (Sarcee Yard to Hanna)
Abandoned
Abandoned (to East Coulee)
CENTRAL WESTERN
RAILWAY CORPORATION



STETTLER SUBDIVISION FOOTNOTES

1 GENERAL FOOTNOTES

1.1 **Ferlow Jct. to mileage 1.7.**
Switch-point derail installed at mileage 1.7.
The provisions of UCOR Rule 104E applicable.
CWR trackage between mileage 1.7 and mileage 6.5 is used jointly by CN and CWR trains and engines for interchange purposes.
Unless authorized by CN Superintendent, CN movements must not proceed southward beyond mileage 2.2.

1.2 **Dinosaur to mileage 106.5.**
Switch-point derail installed at mileage 106.5.
The provisions of UCOR Rule 104E applicable.
Unless authorized by CN Superintendent, CN movements must not proceed northward beyond mileage 106.5.

2 EQUIPMENT RESTRICTIONS

2.1 Cars exceeding 263,000 lbs. gross must be covered by General Superintendent Transportation handling instructions.

2.2 **East leg of wye Dinosaur.**
Only units in groups A and B are permitted.
Reverse movements must not be made with more than 20 cars.
Movements handling cars in excess of 60 feet in length must have such cars marshalled next to units.

3 SPEEDS

3.1 Mileage		MILES PER HOUR All Trains
0.0 to 1.7	Zone	15
106.5 to 108.0	Zone	15

CONDITIONAL SPEEDS

3.2 **Mileages 0.0 to 1.7**
Units other than group A 5

3.3 **Mileages 0.0 to 1.7**
Movements handling cars having gross weight over 177,000 lbs. 5

4 SPURS AND OTHER TRACKS

4.1	Mileage	Capacity in Feet	Points Face
Ballast Pit PR 01	1.7	2890	North
(Connected at South End to CWR mileage 2.1)			

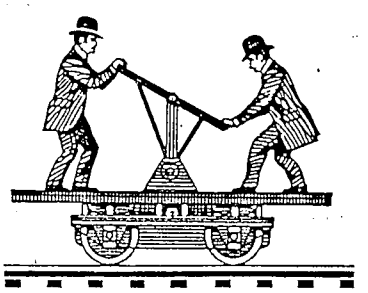
Time Table No. 8 — May 1st, 1988

MEETING CREEK STATION

With funding from the Heritage Canada Foundation and local fund raising, the Canadian Northern Historical Society has restored the 75-year old Meeting Creek, Alberta, railway station. The Society was formed in 1985 for the purpose of restoring the building. the station was built in 1913, three years after the arrival of the C.No.R. line between Vegreville and Calgary. The Standard Third Class Station was one of the C.No.R's many Plan 100-29 buildings, erected in a flurry of construction across the prairies between 1910 and 1918. When the company was absorbed by the C.N.R. in 1918, the design was modified slightly and reissued as Plan 100-72. In 1923 the C.N.R. adopted new standards and the old design was abandoned. Of the 35 stations erected in Alberta, the Meeting Creek Station is the only one remaining on its original site.

In 1986, when the C.N.R. sold the line to the Central Western Railway, the station had been badly vandalized. Tom Payne, C.W.R. owner, plans to purchase a passenger coach and use the station as a starting point for tours of his 100 mile railroad. The Historical Society, responsible for the station's restoration, works in conjunction with the C.W.R. The station waiting room, office and freight shed will eventually be furnished and modelled after a typical 1950's branchline depot.

From the Camrose Canadian
Forwarded by John H. Walker



Rolling Stock and OCS Equipment

Edited by Don McQueen and Chris Martin

New Canadian Freight Cars - 1988

Notes: Abbreviations are used extensively in this list and are explained in full in italics the first time they are used. A question mark indicates that information is unknown or that we are unsure.

New construction - 1988

BC Rail (formerly British Columbia Railway)

BCIT 873000-099 (100 *cars in series*) *Capacity* 199 *tons, inside length* 71 *feet*-0 *inches?, AAR designation* FBS centrebeam bulkhead flat, *built by* Thrall Car *at* Cartersville 2-88 to 3-88, lot 477-A. Marked BC Rail; *painted* dark green, white markings.

BCIT 873100-199 (100?) Capy 199, I-L 73-0 FBS, blt NSC-Hamilton, 6-88 to 8-88.

BCIT 873900-999 (100?) Capy 199?, I-L 71-0, FBS, blt Thrall Car-Cartersville, 3-88 to 4-88, lot 500-2. Marked BC Rail; dark green, white markings.

CGTX Inc. (formerly Canadian General Transit Co.)

CGLX 600-6?? (?) Capy 200, I-L 36-0?, LO cylindrical hopper, 2900 *cubic feet*, blt NSC-Hamilton, 9-88 to 10-88. Aluminum with black markings, for sodium chlorate service.

CGLX 10000-099 (100?) Capy 195, I-L 62-4?, LO cylindrical hopper, 5880 cf, blt Lavalin-Trenton Works, 7-88 to 9-88. Light grey with black markings, no logo.

CGLX 10100-199 (100?) Capy 198, I-L 62-4?, LO cylindrical hopper, 5810 cf, blt NSC-Hamilton 9-88 to 12-88. Light grey with black markings, no logo.

CP Rail

CP 318000-283 (284) Capy 199, I-L 73-0, FBS centrebeam bulkhead flat, blt NSC-Hamilton 3-88 to 7-88. CP action red with white markings.

Dow Chemical of Canada

(Car fleet managed by Procor)

DCLX 7187-7230 (44) Capy 192 to 194, I-L 62-10, LO steel-rib covered hopper, 5280 cf, blt Procor-Oakville (P75) 1-88 to 2-88. Light ivory with black markings, no logo.

North American Car Company

(Car fleet managed by GE Railcar)

NCHX 580170-? (?) Capy 196 to 199, I-L 62-4, LO cylindrical hopper, 5810 cf, blt NSC-Hamilton 1-88 to 2-88 (order started in 1987). Light grey with black markings, no logo.

Procor Limited

UNPX 123348-375 (28) Capy 195 to 196, I-L 62-10, LO steel-rib covered hopper, 5820 cf, blt Procor-Oakville (P75) 2-88 to 3-88, lot 40067. Light ivory with black markings, blue logo.

UNPX 123376-401 (26) Capy 195 to 196, I-L 62-10, LO steel-rib cylindrical hopper, 5820 cf, blt Procor-Oakville (P75) 4-88 to 5-88, lot 40073. Light ivory with black markings, no logo.

UNPX 123402-500 (100) Capy 197 to 198, I-L 62-10, LO cylindrical hopper, 5820 cf, blt Procor-Oakville (P75) 4-88 to 8-88, lot 40074. Light ivory with black markings, no logo.

UNPX 123551-599 (49) Capy 194 to 198, I-L 62-10, LO steel-rib covered hopper, 5820 cf, blt Procor-Oakville (P75) 8-88 to 10-88, lot 40075. Light ivory with black markings, no logo.

second-hand purchases - 1988

Canadian National

CN 405100-? (?) Capy 152 to 183, I-L 50-7, XM steel-rib boxcar with 10-0 plug door, 5308 cf, blt Berwick-Whittaker 1971 to 1973. Ex-MEC 30000-series, to CN 7-88, rec. by NSC-Hamilton. Oxide red, white markings, no CN logo.

CN 410500-? (?) Capy 142 to 147, I-L 50-5, XL steel sheath boxcar with 10-0 sliding door, 5140 cf, blt U.S. Rolling Stock-Blue Island, 1972. Ex-CR, originally PC 229000-series, to CN 1-88 to 3-88, rec. by ERSI (Ebenezer Railcar). Oxide red, white markings, no CN logo.

CN 416000-299 (300?) Capy 162 to 163, I-L 50-6, XM steel-rib boxcar with 10-0 sliding door, 5285 cf, blt ACF 1972. Ex-ROCK 536000-series, originally CRIP 36000-series, to CN 1-88 to 3-88, rec. by ERX-JC (Evans-Junction City, Kansas). Oxide red, white markings, no CN logo.

CN 416300-899 (600?) Capy 149 to 158, I-L 50-6, WM steel sheath boxcar with 10-0 sliding door, 5140 or 5277 cf, blt 1973. Ex-ROCK, to CN 6-88, rec. by ERX-JC. Oxide red, silver roof, white markings, no CN logo.

CN 418000-299 (300?) Capy 154 to 155, I-L 50-6, XM steel-rib boxcar with 10-0 sliding door, 5277 cf. Blt Berwick-Renova, Pennsylvania 1979 (ex-NSL 160000-series) **or** blt Evans/SIECO-Atlanta 1979 (ex-NSL 155000-series) **or** blt Golden Tye-Pickens 1974 (ex-PICK 55000-series). To CN 3-88 to 7-88, rec. by SLAW. NRCU light blue, white markings, no CN logo.

CN 549000-199 (200) Capy 154 to 159, I-L 50-6, XM steel-rib boxcar with 10-0 sliding door, 5277 cf, blt Golden Tye-Pickens 1976. Ex-PICK 101000-series to CN 12-87 to 4-88, rec. by CSXT. Mud or caramel brown, white markings, no CN logo.

CP Rail

CP 203000-154 (155) Capy 155 to 159, I-L 50-9, XL steel sheath boxcar with 10-0 sliding door, 4998 cf, blt Reading Shops 1971. From D&H 24401-24626 series, originally RDG 18600-18899 series, to CP 1-88, rec. by NSC? Red oxide, white markings, no CP logo.

CP 209400-699 (300?) Capy 157 to 159, I-L 50-6, XP steel waffle boxcar with 9-0 sliding door, 5236 cf, blt Pullman Standard-Bessemer, Pennsylvania 1969. From SCL 21450-22449 series, to CP 2-88, rec. by NSC? Medium grey, black markings, no CP logo.

CP 209700-899 (200?) Capy 154-158, I-L 50-0, XP steel waffle boxcar with 9-0 sliding door, 5238 cf, blt Pullman Standard-Bessemer? 1969. Ex B&O? to CP 3-88, rec. by SBP-HGY. Medium grey, black markings, no CP logo.

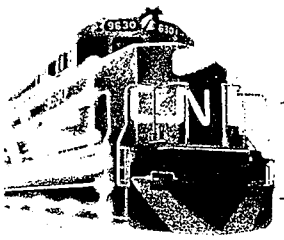
CP 344800-? (?) I-L 52-6, GB steel-rib gondola, blt Thrall Car 1973. Ex-CRIP to CP 1-88, rec. by NSC? Either brown

or black, white markings, no CP logo.

CPAA 346500-559 (60) Capy 185, I-L 52-6, GBS steel-rib gondola with high ends for hot rounds, 1995 cf. From P&LE 117000-161 series, to CP 4-88, rec. by NSC? Either black or green, white markings, no CP logo.

Québec Central Railway (subsidiary of CP Rail)

QC 210900-? (?) Capy 154 to 155, I-L 50-7, XM steel sheath boxcar with 9-0 sliding door, 5160 cf, blt 1967. To QC 7-88, rec. by KK-GCS. Medium green, black markings, no CP logo.



MOTIVE POWER AND OPERATIONS

Edited by Pat Scrimgeour

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Gord Webster, Toronto
Dale Wilson, Sudbury

Pacific Coast Division, CRHA "The Sandhouse"
Toronto and York Division, CRHA "The Turnout"
Transport 2000 Ontario Newsletter

VIA Rail Canada

VIA Rail Canada

FPA4s no longer leading

From April 1st, VIA's 6700-series FPA4s are not permitted to lead trains. Because VIA expects to retire the locomotives during 1989, Reset Safety Control devices were not installed, and the NTA did not give VIA an extension on the operation of the 6700s. The FPAs should be retired shortly after the new order of F40PH-2s is deliverd from GM. Until then, they may be operated only as B-units, in trailing position. On the first weekend in April, 6700s were being used on Ottawa–Montréal conventional trains behind 6900-series LRC engines. Train 84 from Sarnia to Toronto on April 8th was led by CN GP40-2 9426.

PAT SCRIMGEOUR, DAVE STREMES, DAVE SCOTT

VIA in the news

By the time that this item is being written, the recent news stories about the future of VIA have, for the most part, wound down. At this time, we can review briefly what has happened (on the assumption that interested readers have read the newspaper reports) and make a few comments arising from the events of the last month.

Early in 1989, when it first became clear that VIA's subsidy was likely to be reduced in the upcoming federal budget, VIA's management took an aggressive position, based on the understanding that a government decision can only be changed before it is made, and that it would be very unseemly for an agency to openly criticise government policy. Some of the results of the cross-country speaking and interview tour by Denis de Belleval, president of VIA, can be seen in last month's **Newsletter.**

VIA hit the front pages after the Globe and Mail reported that one of the cost cutting options under consideration was the complete shutdown of VIA. To be fair, it does not seem unreasonable for the government to want to know what the ramifications of closing VIA might be, if only to better understand what the present benefits are. But the government has been careful to rule out the complete closure of VIA. Mr. de Belleval and Lawrence Hanigan, VIA Chairman, met with Benoît Bouchard, the Minister of Transport, on the day that the Globe's story was printed, and left with grim faces. When a reporter asked whether the two were happy following the meeting, Mr. Hanigan gave the politically correct answer of "I'm always happy to meet with the minister." Mr. de Belleval said "Don't worry; be happy," as he disappeared into an elevator.

If the idea was leaked as a trial balloon, then the government by now has an idea of the level of support which VIA enjoys, even from those who do not ride trains. It has been suggested that the reason that a shutdown can be considered is that the advisers of the government are generally people who travel by air at someone else's expense. Many people agree that the government is very unlikely to close VIA, but that by making such a threat, the preservation of VIA even with a much smaller budget will be seen as beneficent.

Some observers have suggested for about the last 10 years that VIA's problems could be boiled down to one: that the corporation had no statutory authority giving it powers similar to Amtrak in the U.S. (The cost of forming Amtrak was borne by the railways which abandoned passenger service, and Amtrak is required to pay the railways only those costs that would not have been incurred if the passenger train had not been run.) This is a simplistic view. VIA is created, as many other crown corporations are, by inclusion in a schedule of the Financial Administration Act. It is able to enter into commercial contracts with the railways, and the former uncontrolled spending through the CTC has been wound down.

VIA does have a problem, and that is that it has no clear mandate. The government makes purely political decisions as to where trains should be run and where they should not. Examples: the daily *Super Continental* and the train to Havelock were reinstated as political favours, not to fulfil a transportation need; John Crosbie, then Minister of Transport, was most upset when VIA increased its frequency of service between Montréal and Québec without asking his permission. And railfans are much to blame for this situation. Each time VIA tried to remove the clearly unneeded overnight train between Toronto and Ottawa in favour of a daytime train, railfans objected, sucessfully until this year. We cannot

expect an organisation to run well without any responsibility or trust being given to its managers.

The situation now seems to be that VIA will be asked to reduce its requirements for 1989 by $71-million. Since there is only half a year in which to make this saving, expenditures would effectively need to be reduced by twice that per year. Whether the cuts will be acheived by reducing service will probably be known by the time of the June schedule changes. The longer-term future of VIA will be decided only after the completion of VIA's long-range plan (which will recommend a TGV between Toronto, Ottawa, and Montréal), an internal Transport Canada study, and the NTA's transcontinental inquiry into VIA fares and competition with bus lines.

PAT SCRIMGEOUR, WITH INFORMATION FROM THE GLOBE AND MAIL, CBC NEWS, AND THE TORONTO STAR

VIA operating and financial statistics

VIA has for the past several years been reticent to release operating figures, chiefly because of its ongoing fight with Voyageur and Voyageur Colonial. But as it struggles for its survival, VIA is releasing some interesting information. In no order, here are some selected figures:

VIA acheives occupancy (percentage of seats filled) of 50.1 percent in the Ontario–Québec corridor, 64.2 percent on transcontinental routes, 32.0 on regional services, and 25.5 percent in remote areas. ... Occupancy on the transcontinental lines was at 90 percent for the first quarter of 1989, and was close to 100 percent west of Calgary and Edmonton. Across the system, VIA measured occupancy at approximately 73 percent. ... The number of passengers travelling between Ottawa and Toronto in January 1989 was 50 percent higher than a year earlier.

Across the whole system, the average subsidy per passenger-trip is approximately $93.00. The corridor trips are subsidised far less than this, and the remote services are subsidised far more. ... Cost-recovery on the Churchill trains is about 10 percent.

In 1988-89, VIA estimates its subsidy requirements to be $603-million. The newspapers report that the federal estimates for 1989 show a budget of $444-million. This is $71-million less than the cost in 1988 of $515-million. ... Payments to VIA account for 24 percent of the budget of Transport Canada.

VIA's payments to CN and CP have been reduced from $350-million to $105-million per year, as VIA has taken over the maintenance and operating workers. Of what remains, mostly costs of using the tracks, in VIA's contract with CN, 35 percent of the value is based on performance. A similar agreement is being negotiated with CP Rail.

THE GLOBE AND MAIL, TORONTO STAR VIA RJ, PS

Some trains may be removed with budget cuts

Transport 2000 Ontario reports that the trains which may be removed follwing a budget cut at VIA are: the *Canadian*, the *Super Continental*, the *Hudson Bay* to Churchill, the Budd cars between Havelock and Toronto, and the Montréal–Chicoutimi trains.

Schedule changes on April 30th

New train times take effect on April 30th, with few (if any) substantial changes to service. In Toronto, some time changes are: #9 dp 13:00 instead of 12:35 and #10 ar 18:30 instead of 18:45; #60 and #40 now leave at 07:35 and 07:55, but will leave 10 minutes earlier; #58 will leave at 23:55 instead of 23:35, to allow connections from the west. While the summer construction season is on, most corridor trains will have longer travel times.

PS, T2000 ONTARIO NEWSLEITER

Delays on Train 81

A number of people going to the Transport 2000 annual general meeting in London on February 18th travelled from Toronto on Train 81, the *International*, equipped that day with one of the VIA F40PH-2s hauling ex-Amtrak LRC first generation cars. At Oakville GO station, #81 waited for a CN freight with too long a train for the cold weather. Incidentally, 5 to 10 degrees Fahrenheit (-15 to -12 degrees Celsius) isn't cold, even for the banana belt around Toronto. (Note: this was written in Sudbury. -SIW) Part of the train was taken away, leaving, we assumed, the balance blocking a crossover needed to proceed. There was no crossover blockade–we were waiting for a CP freight to clear #81, which took over an hour. Hard to believe that the freight couldn't have found a passing track. Never has there been a better illustration of how much VIA needs legislation permitting it to penalise CN and CP for delaying trains. The net result was an arrival in London hour-and-twenty-minutes late, which meant missing the president's speech at the meeting.

DALE WILSON

Railfans on the ground that day recorded a few more details. A CN freight was crossing over between the Oakville GO station and the Ford plant, at a point where there are only two tracks. Because of the weather, the air line broke in two when jostled as the train crossed over. In the time that it took to reconnect the air and to pump enough pressure for the train to move, four trains had been blocked. An eastbound CP was stuck in the GO track at Oakville, and VIA trains #81 and #71 and a GO train were held westbound. The air could hardly have been lost at a worse location, but it is unlikely that any legislation can control the weather or the laws of physics.

MIKE LINDSAY, PAT SCRIMGEOUR

Canadian National

S.O.D. Assignments

The following are updates and corrections to the list of assignments in the Southern Ontario District as publised in the March **Newsletter**.

DON YARD

00:01 - Except Sunday; covered by 10:00 Saturday (Relief-9 assignment, changing to 08:00 effective April 30th); covered by 08:00 Sunday (Relief-10 assignment).

00:30 - Except Sun-Mon, a new assignment in March: Roustabout, covers Scarboro, Harbour, West Toronto, and other as required.

05:00 (Scarboro) - Changed to 08:30, except Sat-Sun.

06:00 (Mimico) - Changed to 06:30 (taxi back from Mimico).

06:00 (Harbour) - Should read 08:00, except Sat-Sun.

08:30 - As above.

14:00 (Mimico) - Taxi to Mimico, and light engine back. (I am the engineer on this assignment.)

15:00 (West Toronto) - Also does "Davenport" work on Newmarket sub from Parkdale to below Downsview.

21:00 - To Mimico Mon-Fri, also 21:00 *KO-30* Sundays, on duty at Don, taxi to MacMillan Yard, train Mac Yard–Don–Mimico–Don, then power lays over to be lifted by *KO-37* or *KO-27*.

MACMILLAN YARD

While MacMillan Yard falls under the jurisdiction of the Northern Ontario District, the following trains operate from there in the Toronto area:

08:00 - *KO-10*, Mon-Fri, via Bala sub to Oriole, thence to Leaside via Leaside branch and CP Rail.

07:30 - *KO-11*, Mon-Fri, to Newmarket sub as far as Downsview.

09:00 - Roadswitcher *542*, Mon-Fri, to the Uxbridge sub, covering Scarboro–Stouffville (usually to just below Markham).

The bids for the spring change-of-card list 39 assignments at MacMillan Yard, including relief jobs.

MIMICO

Add 12:00 - Roadswitcher *554*, Mon-Fri, to Clarkson (Petro-Canada main assignment), usual power 2 GR12.

MALPORT (Also N.O.D.)

18:00 - Roadswitcher *547*, Mon-Fri, works Halton sub to Milton Town Spur. (Possibly still runs to Acton as required, but I am not certain of this.)

Malport yart assignments, including transfers and B.I.T. (Brampton Intermodal Terminal) yard, total 9 jobs.

JOHN MITCHELL

April 30th Great Lakes Region timetable changes

In the Northern Ontario District, only minor changes are being made: several sidings on the Newmarket and Beachburg subdivisions (which both operate under Computer-Assisted MBS) are being re-designated simply as "other" tracks.

In the Southern Ontario District, there are two major changes, and a number of smaller ones. The Dunnville and Hagersville subdivisions are being combined at Caledonia to form one new Hagersville subdivision, which starts at Nanticoke and runs to Simpson, the junction with the Dundas sub at Brantford. The portion of the Dunnville sub east of Caledonia has been abandoned previously. North of Caledonia, the present Hagersville sub is renamed the Rymal spur as far as Rymal North, at the top of the Niagara Escarpment. In Hamilton, the section of the Hagersville sub will now be the Ferguson Avenue spur.

The Caso subdivision will be made single-track and converted to MBS operation. The north (westward) track will be removed from service east of Essex, and will only be used as sidings at Comber (mile 194.5), Fletcher (mile 181.0), and La Salette (mile 81.2). These locations, therefore, will be the best places to watch for trains on the line in future.

Other S.O.D. changes: The Southampton subdivision has been removed from the timetable. ... The Forest sub is renamed as the Forest spur, extending off the Guelph subdivision. ... Fort York is removed as an operating point on the Oakville sub. ... And Pickering on the Kingston subdivision has been renamed Pickering South; most GO trains use the new Pickering North station on the GO subdivision.

Smiths Falls subdivision

Rails are being lifted on the CN Smiths Falls subdivision, heading east from Harrowsmith. As of April 9th, only about two miles had been done. The contractor is Cand Construction, from Brandon, Manitoba. They use a Trackmobile, a bulldozer, a bucket loader, and two skeleton cars. The cars are made up of two pairs of rudimentary trucks separated by a length of iron pipe, which can be removed for transport. These are pulled by the Trackmobile back to Harrowsmith, where the rail is being piled. Since the CP Kingston–Tichborne line has previously been removed, there is now no track remaining at the former CN-CP interlocking and joint trackage at Harrowsmith.

ERIC GAGNON

1600-series GMD1 rebuilding programme

1600 ex 1007 out 88-10-14	1608 ex 1019 out 88-11-18
1601 ex 1025 out 88-10-14	1609 ex 1032 out 88-11-23
1602 ex 1008 out 88-10-25	1610 ex 1014 out 88-12-02
1603 ex 1026 out 88-10-27	1611 ex 1038 out 88-12-09
1604 ex 1010 out 88-10-27	1612 ex 1031 out 88-12-09
1605 ex 1011 out 88-10-31	1613 ex 1036 out 88-12-19
1606 ex 1027 out 88-11-07	1614 ex 1046 out 88-12-23
1607 ex 1012 out 88-11-11	

Additional items

The unused watchman's tower at the King Street crossing at Kitchener was removed in mid-February. ... A westbound VIA RDC hit a Jeep stuck on the tracks at Dundas on March 12; the four occupants were charged with trespassing. ... During the extreme cold of March 18th, four cars of a CN freight derailed at Hamilton Jct., and VIA passengers were taken by bus between Toronto and Niagara Falls. ... SW900 7950, in storage, was sold to the Milford-Bennington Railroad in New Hampshire, numbered as 901. ... The Shawinigan Falls Terminal Railway (joint CP-CN operation) is using CN SW9 7705 and terminal caboose 76595 for this year. ... SW900 7952 has been sold to Domtar in Donnacona.

DAVE O'ROURKE, DOUG PAGE, MIKE LINDSAY

Canadian Pacific CP Rail

Shorter trains in winter

CP Rail has this winter run more, shorter trains across northern Ontario than in past years. In cold weather, the conections between air hoses contract and are more likely to leak, causing the brakes to be applied. By reducing the length of the train, the chance of the train stopping inadvertently is less. Normally, trains of up to 1890 metres are operated, but in the winter of 1987-88, that was cut to 1280 metres. This winter, 1400 metres has been the standard length. Since more trains are required, the operation is more expensive, but on-time performance in improved.

CP RAIL NEWS

Vaughan yard to be built

CP Rail has resuscitated its plans for a new intermodal yard, for containers to and from the west, near Kleinburg, northwest of Toronto. Construction of the $20-million project will begin in the summer and will be completed in 1990. Vaughan Terminal will be located on Highway 50 between Rutherford Road and Major Mackenzie Drive. The new facility will releive pressure on Obico, which will continue to handle import-export and eastern containers.

TORONTO SUN VIA JT

More on TH&B 55 and 58

TH&B 55 has been sent to Canadian Pacific Forest Products (formerly CIP Inc., and before that, Canadian International Paper) at La Tuque, Québec. Their previous engines, S13 2Y65 and ex-CP 7016, were condemned by the provincial Ministère du travail. A CN switcher was leased in the interim. (Previous reports indicated that 55 was bound for Ivaco. These seem to have been wrong.)

TH&B 58 was sold by Ontario Locomotive Inc. of Welland to the Brandywine Valley Railroad of Coatesville, Pennsylvania.

Rebuilding

1847, formerly 8752, was released on January 30th
8749, to be rebuilt as 1855 (?), in Angus on January 23rd
8766, to be rebuilt as 1857, in Angus on February 9th
8778 sent to Angus on February 16th for rebuilding
8789, to be rebuilt as 1856, in Angus on February 1st
8798, to be rebuilt as 1855 (?), in Angus on January 30th
8826 sent to Angus on February 14th–first GM of 1989

Renumbering

5737 was renumbered into the 6070 series on February 1st

5856 was renumbered as 6078 on February 9th

Notes
Westbound train 923 derailed at mile 79.4 (Blandford) on the Galt subdivision, on the morning of April 5th. Eleven cars were derailed, and the line was opened later that evening. Several trains were diverted over the CN between London and Canpa, including 508 and 904. Bruce Acheson and Mike Lindsay saw a Soo train travelling on the CN Oakville sub through Burlington.

CP Rail will hold another family day at Toronto yard this September, this time for the 25th anniversary of the yard. The advertising flyer for the event includes the line, "Train transportation to Toronto yard to be provided from Lambton and Myrtle if demands warrant."

BA, ML, GORD WEBSTER

Hamilton opposes TH&B abandonment
The City of Hamilton is objecting to CP Rail's application to abandon the TH&B line from Hamilton, through Brantford, to Simcoe. The city's transportation and environment committee passed a motion calling on the NTA to require that CP guarantee that the level of freight service in Hamilton will not be diminished, and that CP will reinstate the service if the line is needed in future. In 1986, after TH&B passenger service to Buffalo was discontinued, CP agreed to pay the city $1.8-million and to maintain freight service as "effectively and efficiently" as the TH&B had.

HAMILTON SPECTATOR VIA DP

British Columbia Railway BCRAIL

Notes
Passenger ridership on BCR was the highest ever in 1988, with 94 000 travellers. The main reason for the increase was the daily service between Lillooet and Prince George during the summer. It is anticipated that the total will rise to 100 000 in 1989, almost double the number 10 years ago. A single-train record was set on December 23rd, when approximately 400 passengers went north. In 1989, daily service to Prince Georgw will run until mid-September. ... Prince George Wood Preserving Ltd. has made a deal with BCR to lease the first 322 kilometres of the Dease Lake extension for $1.00 per year. PGWP has still to work out an agreement with Rutad Brothers and Takla Trade and Timber as to how to apportion the rebuilding cost of $33-million. The timber from the Sustat Takla area is needed to keep open several mills at Prince George.

In the fall of 1988, M630 711 was salvaged from Seton Lake. This engine and C425 808 derailed into the lake on February 29, 1980, and 808 was removed by BCR in May 1981 and rebuilt as 800. Number 711 was partially raised, then stuck on a ledge 20 to 30 metres below the surface. ... Completion of the new (the third) Shalalth tunnel is scheduled for April 1989, with traffic use by the end of May. The Italian contractors are on schedule, even though boring is complicated by the very close proximity of penstocks at B.C. Hydro's Bridge River Powerhouse No. 2. Seismic monitoring is in use for all blasting. ... BCR has purchased a 44-stone Loram rail grinder (serial 1043861) for light grinding to prevent corrugation and cracking.

PCD "THE SANDHOUSE"

GO Transit

Special trains to Toronto for sporting events
GO Transit is planning to operate more special trains than before for baseball and football games, concedrts and other events, after the "SkyDome", the new Toronto stadium, opens in June. On the Lakeshore, 10-car trains will be run on the hourly trains, and extra trains will be supplied at the end of the game. New special trains will be run on the Richmond Hill and Milton lines. For evening and weekend events, a train will run inbound before the event and outbound at the conclusion.

GO NEWS RELEASE

Tourist Railways and Museums

The former Toronto Railway Museum
The collection of the Toronto and York division of the CRHA has been dispersed as follows: CNR combine 7195, CNR dental car 15095, GTW caboose 77137, and ONR boxcar 90644 have been sold to members of the CRHA Rideau Valley division in Smiths Falls. CNR mail-baggage car 9716 has been sold to the National Postal Museum, part of the new Museum of Civilisation in Hull. A Plymouth diesel and Wabash caboose 2605 have been sold, and Père Marquette van 608 may be sold to the Ontario Locomotive and Car Company of Brampton, which may operate a tourist line in Paris. Gary Zuters, a railfan who lives in Newtonville, has bought TH&B work car X758. L&PS boxcab L2 has been sold to two unnamend people. Finally, CNR S2 7988 has been sold for scrap. This locomotive is in poor enough shape that it could not be shipped by rail, and it is too heavy to move by road. The T&Y division said that because other S2s are operating and preserved elsewhere, the scrapping of the engine will not be a major loss.

CRHA T&Y "THE TURNOUT"

Elgin County Railway Museum
A railway museum has been proposed for St. Thomas, to be centred on CNR 4-6-4 "5700", (actually 5703). The museum organisation plans to erect a building to house 5700 and other rolling stock and memorabilia. The museum's first choice of a site, adjacent to the Elgin County offices on Highway 4 south of the city, seems less likely to be used since the county offered to sell, but not donate, the land. Three other possible locations have been identified. After the museum is registered as a non-profit organisation, donations will be accepted.

ECRM BROCHURE, LONDON FREE PRESS VIA ML

General Railway News

It's official
In an article in the New York Times, the resistance grid of the dynamic braking system on GE engines was described as being "like a giant toaster element." Railfans have known this for years. The Times did not go into the distinction between standard four-slice and six-slice toasters, the so-called "techno-toasters," and the new CN "taper toasters."

NEW YORK TIMES VIA ML, PS

Savage's Cranberry Farm Railway
This 24-inch-gauge line is located on Cambie Road in Richmond, south of Vancouver. It operates only during the cranberry harvest during October each year. In 1986, 1500 tons were transported on the four-wheel flatcars. The 2.5 miles of track are laid on embankments along the edges of the fields. Three four-wheel diesel engines are on the roster, and one steam 4-4-0 pulls three coaches on recreational trains.

PCD "THE SANDHOUSE"

Bombardier rebuilding for Boston
The following MBTA locomotives were in Montréal in February for rebuilding: 1004, 1006, 1011, and 1017.

U.S. imposes duty on Canadian rail

(No, not the CRHA magazine.) The U.S. Commerce Department has imposed a preliminary 2.72 percent anti-dumping duty against shippers of rail from Canada. In the view of the department, steel rails from Canada are being sold in the U.S. at less than fair-market value. Algoma Steel, the largest manufacturer, regarded the duty as more an irritant than a barrier to sales. The duty is in addition to the 103.5 percent countervailing duty imposed on Sysco rail in February. Anti-dumping duties are imposed on imports with price advantages thought to be unfair to domestic companies. Countervailing duties are imposed to offset funding seen as subsidies by governments.

THE GLOBE AND MAIL via RJ

American trains into Canada

The New York, Susquehanna and Western Railway, operators of the Delaware and Hudson since that railway's bankruptcy under Guilford control, has begun a new container train to Montréal. The train, the *Montréal Limited*, will run once a week between Tacoma, Washington, and Lacolle, south of Montréal, arriving on the Napierville Junction Railway. The first run was with 25 platforms, arriving at Rouse's Point on the international boundary on March 9th.

THE BUFFALO NEWS via ML

When the Amtrak Montréal--Washington train resumes operation this year after a break while the former Boston and Maine track in Vermont was rebuilt, it will likely be named the *Canadian Flyer*, and not the *Montréaler*.

PASSENGER TRAIN JOURNAL via ML

THE TRAIN SPOTTERS

Recent sightings by UCRS members

Hamilton area (DOUG PAGE AND REG BUTTON)

CN trains seen at Bayview and Burlington:

January 29th: #493 with 2317-2040-2328
February 8th: #393 with 5456-2001-2102
February 12th: #380 with 5131-5139-9521
and CN Extra West with 3533-5071-5082
February 17th: #381 with 5262-5147-5032-GM 784
February 18th: #381 with 9584-9541-9308-5070
and #420 with 9310-9317
February 19th: #381 with 9564-2024-2307
March 1st: #431 with 5358-5005
March 6th: #425 with 9630-9164-9306

CP *Starlight* (DOUG PAGE)

February 10th:	CP 9023-5556-3051
February 11th, 12th, and 13th:	CP 9023-5508
February 14th:	CP 9023-5405
February 15th:	CP 9023-4573
February 16th:	Into Aberdeen yard, CP 9023-1686-5520
February 17th:	Leaving Aberdeen, CP 5411-5520-9023-8211

Belleville (JURGEN NIEMIETZ)

On February 24th at 14:30, VIA train 63 made an unusual move in Belleville: LRC 6912 was leading, with nine cars and 6916 trailing, when the horn, bell, and headlight failed. The train was wyed on the lead to the abandoned Campbellford subivision, so that 6916 was leading. Meanwhile, train 43 with 6922 arrived and left, and number 63 left one hour late.

CN freight trains seen that day were: #208 (with 9465-9459), #216, #389, #393 (with 2336-2322), #518 (at Trenton, with 4560), #307, and #717. And on the CP, #508 (with 4720 leading), #502, and #926.

Weston (ALEX SIMINS)

On March 14th: CP northbound with 5775 (Expo)-4243-5911
On March 18th: VIA #87, with 6906, stopped at Weston after losing its hotel power
On March 24th: CP southbound train, with 5583-5757-5974-VIA F9B 6619
On March 25th: CP southbound, with 4711-5542-5401-5536

Holland Landing (DAVE STALFORD)

Monday, February 27th: VIA #10 running with the car consist in reverse--the *Park* car was next to the engine, and the baggage car was trailing.
Thursday, March 2nd: GO 721 and 900 replaced 513 on the Toronto end of the Bradford GO train. F40PH and F59PH units have been the norm since GP40TC 505 made its last run. For a few days, 908 replaced the 900 and in late March 723 has been on the end. This is the first time that I have seen an APCU on this run without being located at the cab-car end of the train.
Tuesday,March 21st: CN #716 with 5031-5165-5045-5040 and 85 loads of grain.
Thursday, March 23rd: CN #717 with 5448-5429-5408 and 89 empties.
Friday, March 24th: CN #716 with 5408-5429-5448 and 85 loads of grain.

A number of the covered hoppers used in the grain trains have the reporting marks NAHX. Does anyone know the owner of these cars? Also, does anyone know the final destination of these grain loads?

The *Canadian* (DAVE SCOTT)

VIA #10, as it arrived in Toronto on April 8th: Two F40PH-2s, numbers 6424 and 6426, with steam generator 15454, baggage car 601, coaches 101 and 109, daynighter 5743, Skyline 502, *Abbott Manor*, and *Strathcona Park*.

On the Kingston sub (ERIC GAGNON)

Spotted on March 18th:
Switching at Oshawa--CP GP9 1596 and SW1200RS 8124
Eastbound at Whitby--CN freight with SD40 5079, GM (ex-CR) GP38-2 829, and van 79902.
Eastbound at Whitby--GO F59PH 532 and four double-deck coaches.

Stored at Napanee, on feed company trackage near the VIA station: Private Rail Ltd. PRLX 1915 *Northern Lights*, and an olive-green observation car with yellow stripes, unnumbered and lettered "Canadian Northern." A third car, possibly a heavyweight sleeper, painted in CP maroon is without trucks, jacked-up over the tracks.

BOOK REVIEW

Canadian Pacific's Dominion Atlantic Railway (Volume One) by Gary W. Ness

Twenty-six pages, soft cover with end photos 8-1/2" x 11", published by the British Railway Modellers of North America, 5124 33rd Street N.W., Calgary, Alberta T2L 1V4, price $7.00, including postage.

Reviewed by John D.Thompson

This booklet is the latest by the Calgary based group, whose members include UCRS members Don Bain, that began its publishing activities some 10 years ago with *Canadian Pacific in the Rockies, Volume One.* It has since expanded its offerings to a list of over 50 titles covering

UCRS AND OTHER EVENTS AND ACTIVITIES

Edited by Ed Campbell

Friday, April 21 - UCRS regular Toronto meeting, at the Toronto Board of Education, 6th floor auditorium, on College Street at McCaul, at 7:30 p.m. Take the subway to Queen's Park station and walk west, or park nearby. Bob McMann will present a nostalgic look back at the TTC 20 years ago. Bring your slides for the newscast.

Friday, April 28 - UCRS regular Hamilton meeting, 8:00 p.m. at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby, and parking is available across the street. The programme each month consists of a discussion of recent railway news, followed by members' and visitors' slide presentations.

Saturday, April 29 and Sunday, April 30 - Diesel and steam *Bellevue Banner* from Pontiac, Michigan. Regular adult fare is $69.00 (U.S.). Write to Bluewater Michigan Chapter, NRHS, P.O. Box 296, Royal Oak, Michigan, U.S.A. 48068. Other Bluewater trips on the TSBY from Ann Arbor on May 6th, and a Lake St. Clair steamboat cruise on May 29th.

Saturday, April 29 and Sunday, April 30 - Railroad Showcase 1989, Kenan Arena, 195 Beattie Avenue, Lockport, New York, from 10:00 a.m. to 5:00 p.m. (4:00 p.m. on Sunday).

Saturday, May 6 and Sunday, May 7 - Train and boat excursion from Rochester to the Thousand Islands, leaving at 7:30 a.m. Regular adult fare: $75.00 (U.S.). Write to Rochester Chapter, NRHS, P.O. Box 664, Rochester, New York 14603.

Saturday, May 13 and Sunday, May 14 - CPR 1201 steam excursions in Ottawa during the Festival of Spring. Trains leave the National Museum of Science and Technology on St. Laurent Boulevard at 10:00 a.m., 1:00 p.m., and 4:00 p.m. on both days. Each trip is a two-hour tour of the railway lines of Ottawa and Hull, including the Dow's Lake tunnel and the Prince of Wales bridge. The fare is $15.00 for adults and $10.00 for children. Order tickets from the Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1, or at either location of Hbby House in Ottawa. Last year, the trips were sold out before the day of operation, so order now.

Friday, May 19 - UCRS regular Toronto meeting: Mike Roschlau, speaking on the railways of South America and southern Africa.

Saturday, May 20 to Monday, May 22 - UCRS Pennsylvania Railfan Weekend, to Cumberland, Maryland and Altoona, Pennsylvania. Tickets for this trip ($160.00 each) are almost sold out. If you are interested, please call Rick Eastman in Toronto at 416/494-3412.

Saturday, May 20 and Sunday, May 21 - CPR 1201 steam excursions through Ottawa and Hull, at 10:00 a.m., 1:00 p.m., and 4:00 p.m. See May 13, above, for ticket details.

Friday, May 26 - UCRS regular Hamilton meeting.

Saturday, May 27 - Bus tour of train stations and rights-of-way in the Kawartha area, presented by Dave Savage. The bus leaves Toronto Union Station at 8:00 a.m., and arrives back at about 8:30 p.m. (Pickup at points further east may be made with prior arrangement.) The trip will travel to Port Hope, Peterborough, Havelock, Trenton, Cobourg, and many other points. The fare is $35.00, or $40.00 if ordered after May 19th. For more information, call Kingfisher Promotions at 416/462-4594. To order tickets, write to Railfan Ramble, P.O. Box 248, Station M, Toronto, Ontario M6S 4T3.

Saturday, June 10 - Dave Savage's Railfan Ramble to southwestern Ontario. Details in next month's newsletter.

Friday, June 16 - UCRS regular Toronto meetting: Gordon Thompson, on the railways and transit systems of Japan.

Friday, June 23 - UCRS regular Hamilton meeting.

Sunday, June 25 - Summer Extravaganza at the Halton County Radial Railway, from 10:00 a.m. to 5:00 p.m. For further details call 519/856-9802.

Sunday, June 18 - UCRS day trip to New York State, to ride the Buffalo Metrorail streetcar line, the New York and Lake Erie dinner train, and the Arcade and Attica. Ticket prices for this trip are different, according to your choice of dinner. For more information, please read the announcement attached to this **Newsletter** or telephone Rick Eastman at 416/494-3412.

Saturday, August 5 to Monday, August 7 - UCRS/TTS Montréal Railfan Weekend. Travel with the group by VIA from Toronto, or join us in Montréal. On the Sunday, we are planning a tour of railway and transit facilities and other points of interest. Monday is a working day in Québec (while it is a holiday in most of the rest of the country), so the CN electrics will be operating in full rush-hour service. Details will be announced in an upcoming **Newsletter**.

Saturday, August 5 - CPR 1201 steam excursion from Ottawa to Maxville and Hawkesbury. Bytown Railway Society.

Saturday, September 9 to Sunday, September 17 - System tour of the British Columbia Railway, by chartered Budd car. All-inclusive first-class tour. The fare is expected to be $1250.00, and a $100.00 deposit reserves a place. Write to the West Coast Railway Association, P.O. Box 2790, Vancouver, B.C. V6B 3X2, or call 604/524-1011. Write to WCRA also for information on many other trips through the summer and fall.

Sunday, October 1 - UCRS/TTS day trip to the Halton County Radial Railway museum in Rockwood for their fall extravaganza. The trip will also stop at locations along the way for railway photography. (Please note the corrected date for this trip.)

Sunday, October 1 - CPR 1201 steam excursion from Ottawa to Pembroke. Bytown Railway Society.

Saturday, October 7 - UCRS day trip to ride the R.M.S. *Segwun* from Gravenhurst. This will be a repeat of the well-enjoyed excursion in 1988.

Saturday, October 21 - Toronto Transportation Society Annual Slide Sale and Swap Day. From 12:00 noon to 5:00 p.m. at the Toronto Press Club, 5 Wellesley Street West. Admission is $2.00. Dealers are welcome.

Saturday, December 2 - UCRS/TTS Toronto Suburban Christmas Tour. This bus trip will tour the outskirts of Toronto: railway yards, GO Transit operations, transit facilities, and photo stops.

various CN and CP lines plus the Northern Alberta Railways and Ontario Northland Railway. They are basically photo books, but feature some of the lengthiest and most detailed well researched captions ever to be set in type.

This book begins with a three quarter page capsule history of the DAR, followed by an excellent map. The photos follow a chronological format--from a circa 1880's view of a diamond stacked 4-4-0 to an 1979 picture of a trio of 8100 class diesels. In between is a generally well chosen selection of photos, chiefly of the main types of steam power operated by the railway, but there are also on line views from trains. The best of them, strangely, are several scenes lensed by Nova Scotia Department of

Government Services photographer: Methinks he was a railfan!

Many photos show trains meeting the connecting Digby-Saint John and Yarmouth-Boston steamships, and crossing some of the numerous waterways that intersect the railway. Other gems in the book include a shot of a 1938 Buick Inspection Car, and of a group of officials peering at the innards of the DAR's first diesels, S3's 6560 and 6561. However, a couple of the photos selected are of questionable merit and the space could have been better used for more representative views: for example, an interior view of the Kentville roundhouse could be almost anywhere; an exterior shot of the entire building or yards would have held greater significance. A back cover picture of a privately owned 45 tonner diesel is also redundant.

However, most of the pictures are quite interesting and relevant. In two or three of them part of the locomotive is cropped out; if this is the fault of the original print the caption should have so indicated, otherwise one must assume that the printer was asleep at the switch. The quality of reproduction is overall, quite good, with only a bit of "greying up" in a couple of instances. The oblong page format permits train and locomotive photos to be reproduced in a size that does them justice.

Surprisingly, little is said about the railway's famous "Land of Evangeline" herald and slogan; it would be interesting to know more about the origins of this masterwork of railway publicity effort. It is to be hoped that Volume Two will fill in some of the gaps in information and photos, such as a shot of one of the line's wooden buffet parlour cars; the Yarmouth and Digby yards and stations; and better views of the connecting steamships.

Unfortunately, it appears that the DAR may soon pass into history, as CP Rail has applied to abandon most of the line, citing declining freight business and the need to rebuild several bridges. Railfans would thus be wise to journey to the Land of Evangeline to ride VIA's RDC service from Halifax to Yarmouth this year.

In summary, *Canadian Pacific's Dominion Atlantic Railway, Volume One* is an excellent publication for the money, and belongs on the bookshelves of all railfans interested in Canadian railways. As a footnote, the publisher would do well to pack copies with cardboard or in protected mailing bags, as the UCRS review copy arrived somewhat battered after its journey through our country's great and glorious mail system.

(Note: The DAR was one of those railways that had most of their steam locomotives named as well as numbered. The booklet *Train Time* by M. Allen Gibson, published in 1973, gives some interesting details about life and trains in Wolfville, Nova Scotia -JAC)

Additional rolling stock news

The sand car located for so long at the CASO shops in St. Thomas has been found in a new location. CN 53352 (originally NYC 880586, built in 6-39, then renumbered NYC X32060, then to PC and CR) has been moved to the CN Sarnia roundhouse to become its sand storage car. The grey covered hopper has been detrucked and mounted in the same spot that the blue box car had been for many years. The blue box has been shifted east near the Indian Road overpass for storage service.

CP Rail has taken delivery of 120 new coal cars with self-steering trucks from National Steel Car in Hamilton, with a total cost of $8-million. CP Rail now has 22 sets (17 owned by CP). The cars are run in unit trains of 111 cars. The other nine cars are either used in other trains or as spares.

TTC News

Green light for Blue Night Network

The "Blue Night Network," a Metro-wide grid of 22 all-night transit routes, introduced in February 1987 on a test bases, has proved popular and has been adopted permanently.

Night ridership has grown to 40,000 per day, a 47 percent increase over the number before the test period, and 85 percent of the Metropolitan Toronto population is now within a 15-minute walk of all-night service: this is almost twice the former level. The earlier routes served primarily the City of Toronto.

Special criteria were used to determine the viability of the routes. The TTC relaxed some of the conditions that must be met for a new daytime route to be warranted.

TTC "COUPLER"

Upper Canada Railway Society
P.O. Box 122, Station A
Toronto, Ontario M5W 1A2

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