



Newsletter

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



CN GE 70-tonner switches at Charlottetown Yard, July 1974, 10 years before its recent donation to the Canadian Railway Museum, Delson, Quebec.

--R.H. Reeves photo



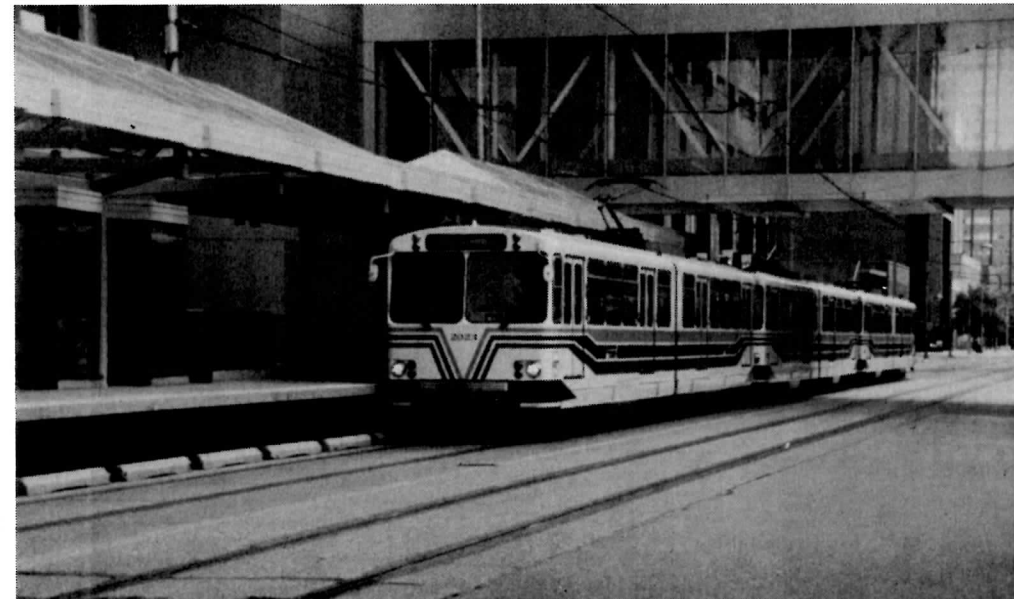
Brand-new National Harbours Board MP15AC 8404 poses at London on Sept. 12, 1984, awaiting shipment to its owner in Montreal. Builder's no. A4924, builder's date 8/84.

--Ian Platt photo



CPR wooden caboose 436875, formerly displayed at the company's now-defunct Leaside Station Restaurant, was donated to the Borough of East York last summer and installed on a short section of track installed by the railway in front of Don Station, now a Borough museum in the Don Valley near Pottery Rd. The caboose was trucked the short distance from the nearby Bala Sub. and lowered onto its trucks beside the station, right.

--B. Novikoff photo



A two-car train of Calgary Transit's DuWag articulated LRVs pulls up to a station on the 7th Ave. transit mall in downtown Calgary, passing beneath a walkway linking two buildings. The cars feature high level loading. The NELRT and NWLRT lines will leave from the east and west ends of the mall, respectively. July 9, 1983.

--Dave Chalmers photo

Newfoundland Report

by Bob Sandusky

The following are observations of narrow gauge and marine operations in Newfoundland made during a maritime vacation in July. The 42-inch gauge operations have always had a fascinating character of their own and in the last few years considerable efforts have been made to further modernize facilities and move towards containerization. Specifically, in 1981 the Federal Government was proposing to spend \$50 million on the system in order to reduce or eliminate a \$31 million annual operating loss. It seemed like an appropriate time to visit 'the rock' and compare today's operation to recollections from earlier years.

North Sydney marine terminal is a good place to begin. Those bright green containers bearing the stylized Terra Transport twin arrows are a common sight in the Toronto area. North Sydney is where they all converge, like bees returning to a hive, and the yard trackage there ends with a sturdy three-way stub switch leading up the ferry loading ramp. Local handling of the containers is performed by an enormous rubber-tired lift truck which grabs and lifts them off the lines of flatcars and lowers them onto trailers which are then towed off to be filed in a storage area. Standardization was certainly not evident with the containers. While the majority were new six or 12 metre boxes, there were several older types around. Different uses were also in evidence as some had refrigeration units, others had top hatches for loading loose bulk material and a few others were tanks built into a container shaped frame.

The Cabot Strait marine service is provided by six vessels. For the record, the lineup for the six-hour crossing includes CN Marine's ATLANTICAL, NAUTICA, and EVANGELINE for passengers and automobiles. JOHN HAMILTON GRAY is for rail cars, autos and icebreaking, while FREDERICK CARTER is an icebreaking rail car ferry and at 12,221 tons is the world's largest. AMBROSE SHEA makes the twice weekly, 18-hour Argentia trip. On this particular occasion it was departing from its routine by hovering nearby Sydport to greet a fleet of tall ships gathered for a race to Liverpool.

The Cabot Strait is known to have its rough periods but our crossing was dead smooth. Memories returned of a 1956 crossing on the steamer CABOT STRAIT which held all of about 11 autos and took 9½ hours to pitch and roll over the brine. No thoughts of food on that trip until inside Port Aux Basques harbour and within sight of the dining car of the CARIBOU, sitting invitingly at dockside. Today's ferries are spacious and comfortable. Passengers fill the cafeteria and lounge and one eats before reaching land.

Port Aux Basques had changed since last seen in 1969. The parking lot is larger to accommodate autos, trucks and the new container traffic. Modifications to trackage have resulted in more standard gauge and less narrow gauge. This means more flexibility to handle mainland cars and reflects a reduced need for narrow gauge cars due to a more specialized traffic. The mainline track where the CARIBOU loaded at the passenger terminal in the 1960's has been removed. One new feature is the several sections of dual gauge line where the facilities adjoin. There were many mainland cars there, not just containers. Most were CN boxcars but two visitors which stood out in the crowd were Railbox and BC Railway.

There is one mainland switcher which is currently 1781, one of the RSC-14 rebuilds. As a matter of record this assignment has, over the years, included 8237, 1327, 7941 and 7150 (perhaps others as well).

All road traffic from the ferries crosses the Terra Transport mainline as it leaves the yard and lurches around an abrupt curve. (This could be a good candidate for grade separation). Following the line north it was seen that the telegraph lines have been removed, which makes the line look very lonely as it winds up past Wreck House. However, the condition of the track appears good.

The first rail activity was encountered at Corner Brook, where No. 204 was seen whining its way up into the Humber Canyon behind four units. Following that was a single unit work extra hauling air dump cars loaded with brush cuttings. Switching was being handled by engine 939.

We bypassed Millertown Jct. despite a report that the two Buchans Ry. diesels had been stored there prior to the recent lifting of that rail line.

At Grand Falls more change was evident. The yard at Windsor (an adjoining town) has been simplified into a container terminal which is merely a long siding paralleled by a strip of pavement for loading activities. One interesting vehicle which seems to be used in such local facilities is a rig the trailer of which is a telescoping frame. Mounted on this is a hydraulic container hoist, also telescoping to adapt to six and 12 metre boxes. The machine is positioned beside the flatcars to remove the green boxes. The driver of one such machine commented on how easily he had overturned one.



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above address.

--Society members are reminded that, again this year, Canada Post has issued four commemorative stamps featuring Canadian steam locomotives. Two of the stamps are at the 32¢ rate, one is worth 37¢ for mail to the U.S., and the fourth bears a rate of 64¢. Date of issue was Oct. 25.

Four similar stamps showing steam locomotives of the period 1836-1860 were issued by Canada Post in October of 1983. But, in addition to the stamps and the usual Official First Day Covers, the post office also prepared a souvenir stamp pack which contained reproductions of early photographs and paintings of the locomotives, information about the locomotives and the stamps honouring them, a set of four stamps in mint or unused condition, and a card with clear mounts in place to protect the stamps. A set of four postcards was also available with a large colour reproduction of each stamp on the side of the card where you could normally find a photograph. The souvenir stamp pack and postcard set are also available this year.

--Dave Stalford

VIA RAIL SHORT ITEMS--CN and VIA are discussing the transfer of more "passenger-dedicated" employees from the former to the latter...VIA offered a Youth Canrailpass over the past summer, designed for use by passengers between ages 12 and 22; the pass is 25% cheaper than the regular Canrailpass...VIA offered 21 new package tours over the summer of 1984, including a bird watching trip to Chatham, Ont., a trip to Churchill, Man. to view polar bears, and whale sighting trips along the St. Lawrence...Service improvements planned for 1985 include reinstatement of Edmonton-Vancouver runs (sewing up another Pepin cut) on a tri-weekly schedule, as a five-year experiment, and the speeding up of the western transcontinental service by seven hours...The heretofore summer only weekend service between Winnipeg and Farlane, Ont. has been made year-round...VIA has renewed discussions with CP Rail about access to downtown Edmonton; CP has recently announced plans to move its intermodal yard to the outskirts of the city; VIA is hoping for a start of downtown service in January...A railbus, manufactured by Winnipeg Coach Sales and Service and intended for operation by VIA Rail in Northern Manitoba, is undergoing testing on the Greater Winnipeg Water District Ry. and on the Winnipeg Hydro line between Winnipeg and Pointe du Bois, Man. The germ of the idea dates from 1981 train service hearings in the north and was proposed by local residents and the Province. The area proposed for experimental railbus operation (Thompson-Thicket Portage-Pikwitonei) is characterized by relatively short distances (averaging 40 miles) between residential communities and centres for shopping, entertainment and medical needs. To fulfil the local travel demands in a highway-less area, a railbus could be operated with a greater frequency of scheduled service at lower cost (including one-man operation) than a conventional train...The \$235,000 rehabilitation program for Kitchener station has been completed with a ribbon cutting ceremony held last June 18...Chatham station has also been renovated, with exterior cleaning of the brickwork and new landscaping, while a \$500,000 rehabilitation of Sarnia station began in July...Construction will commence during the current fall on the new \$2.2 million Sudbury VIA station, located on CP Rail property.

--VIA Rail "Vialogue"

--The owner of the former Toronto and York Radial Railway Metropolitan Division station on Botsford St., in Newmarket, Ont. wants to demolish the structure and build a two-storey office building on the site. The Town Council's Planning Committee heard the proposal during the last week of September and anticipated strong public objection to removal of the historic building; it decided accordingly to refer the matter to a sub-committee for study. The Planning Committee suggested that an alternative might be to retain the front portion of the original station building and permit an extension to be constructed behind it.

--from the ERA (Newmarket) via Dave Stalford

COVER: In a typical Newfoundland scene, CN G8's 805 and 804 haul the Bonavista passenger train (the freight cars having evidently been set out by this point) near Port Rexton, on June 17, 1981.

--Bill Madden

In Grand Falls there is still much evidence of the Grand Falls Central, abandoned for eight years. The mill spur from Windsor appeared unused except for storage of some derelict GFC flats. At the east end of the paper mill the GFC had a station and yard, but all that now remains is the mainline and some half dismantled sidings with more flatcars. Evidently Costa Rica was not in the market for flatcars. One very interesting four-wheel wedge plough remains there. Someone should preserve it. Following the GFC down to Bishop's Falls revealed the same story. The TT crossing and interchange had been removed but the line was intact. Local residents would like to have the tracks removed but business interests in Botwood want them to remain as long as there is potential for an upswing in port traffic (such as drilling supplies). What seems likely is for the Grand Falls to Bishop's section only to be lifted and a Botwood spur to remain for now.

There was some life at Bishop's Falls where engines 917, 934 and 927 were idling beside the station. This is the point from which rail passengers are handled to Corner Brook on Nos. 203 and 204. The roundhouse here burned in 1976 and now a two-stall engine house takes its place. The former turntable is spiked, becoming just part of a yard track. The six or seven remaining yard tracks contained an interesting assortment of non-revenue service equipment such as wedges, cabooses and auxiliary support. Many ex-passenger service vehicles were here as well.

Moving east along the Trans-Canada Highway the Road Cruiser buses would occasionally remind me of the CARIBOU, now gone 15 years. They often run in convoys and a group of two or three may often converge on a roadside Irving restaurant for a coffee break. I wonder if Coke bottles still roll down the aisles.

At Port Blandford eastbound 204 appeared with 33 cars pulled by units 915, 911 and 935 (each with a different paint scheme). We followed it to Clarendville and stopped there to check out the yard. All the early NF-10 models, 900 through 908 (plus newer 909) are there and have been so for about two years. This is pause for reflection! These were the pioneers, seen under construction by some UCRS members during a 1952 tour of GMD. They often double headed with steam until the latter's demise in 1956 and now here they are, apparently at the end of the road. The two-stall enginehouse had disappeared, along with the south leg of the wye. Newfoundland Hardwoods, down on the waterfront, still creosotes ties and poles and do their switching with a pair of Plymouths, 30 and 31, both wartime ex-U.S. Military. The status of the Bonavista mixed train did not emerge until later.

Proceeding east, we caught up to 204 again and from the peak of a windswept hill watched it slowly winding its way around the hill at Rantem Station, disappearing and reappearing, crossing or circling ponds and disappearing downhill towards Tickle Harbour. The trend to containers didn't show in this train with its 12 boxcars, one tank, one hopper, 15 flats of lumber or equipment, and five containers. (Perhaps they had been dropped at Corner Brook and Bishop's). The train's progress seemed slow, even downhill. One wonders if the mainland cars on narrow gauge trucks are an inhibiting factor.

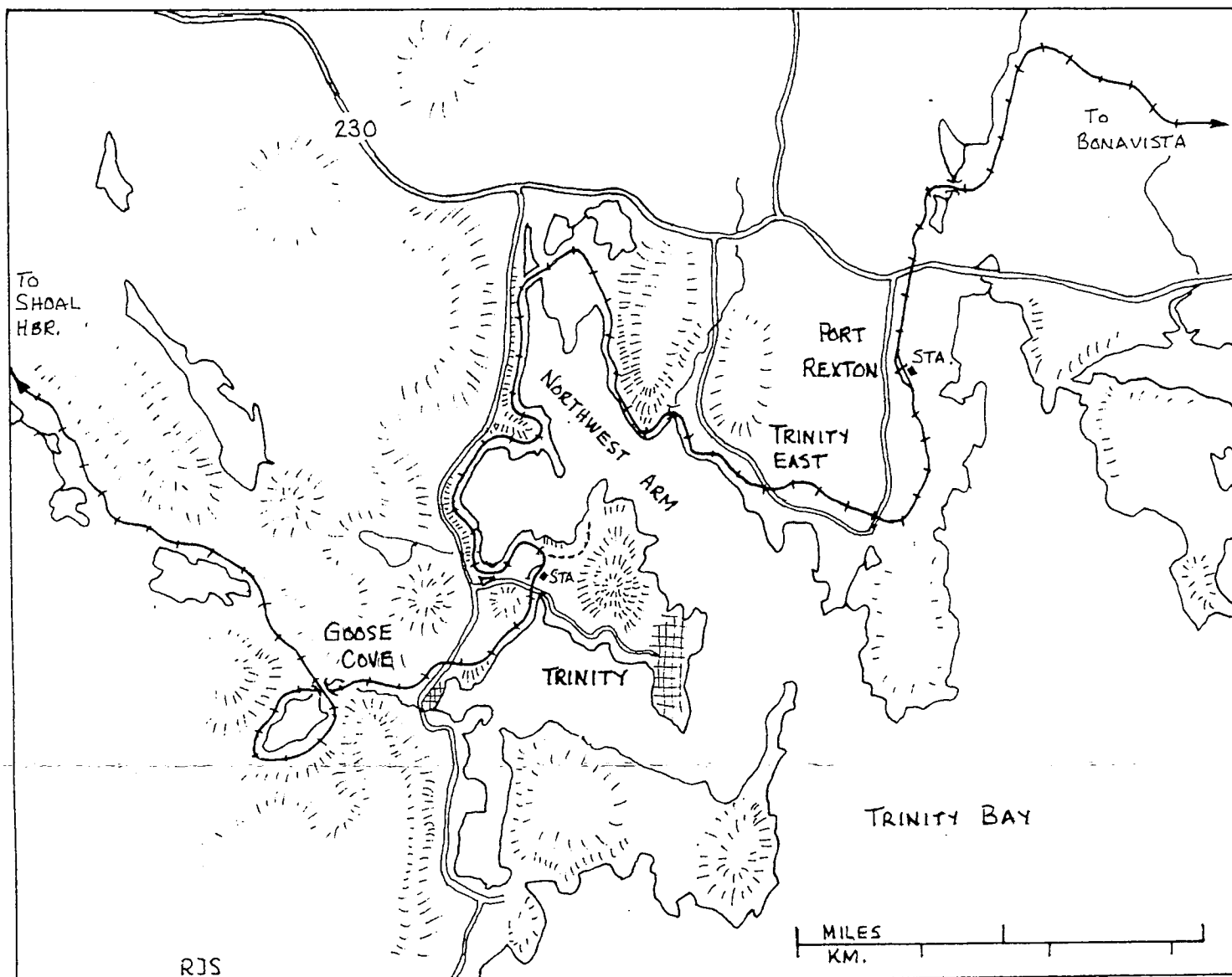
Coming into St. John's at Donovan's, one finds an industrial park with several sidings and this rates a special switcher which could be heard growling around there from our nearby accommodations. Later I was met by Tom Ronayne of the Newfoundland Transport Historical Society, who kindly showed me around the rail facilities and explained the changes there.

St. John's yard was originally constructed on reclaimed land at the mouth of the Waterford River. At the time of CN takeover the passenger, freight and maintenance facilities were confined to a painfully cramped area (as were Port Aux Basques and Humbermouth). Expansion occurred over the years as the river crossing was moved further west and the space between used for yard lengthening. A car shop was built 1.24 miles west of the yard.

Today, as one enters the yard from the west the old mainline is still seen on the south side of the river, used for bad order car storage. There are four main tracks leading into the yard. On the south side of this is a newly paved container yard with a single storage track south of that, along the river bank. Several tracks had been removed for this yard. Immediately north of this is an operable turntable, beside which is the foundation of the recently demolished roundhouse. East of this, the tracks fan out for storage and here can be found the remains of the passenger fleet: a half dozen or so well used coaches held for mixed service and about an equal number converted for work service. The slick, modern business car 2, TERRA NOVA, stands in contrast with them. Nearby is the 'big hook' 3353, well kept and no doubt well used. Along the north boundary of the yard the commissary building remains and much of the coach yard beside it has gone. Moving on to the railway headquarters and passenger terminal, one finds a distinguished stone building, looking fine after a million dollar facelift. It is now surrounded on three sides by parking areas for autos and buses. The train canopy has been reduced to the immediate front width of the building and the tracks there have been cleaned up with fresh ballast. Tom showed me the bronze plaque to Sir Robert Reid on the north wall of the building and told the story of its unveiling during the railway centennial celebrations in 1981. Apparently the official plaque was not ready in time and a painted version substituted for the occasion, but looked very convincing.

The locomotive terminal is still situated in the open in front of the headquarters building. Immediately to the east of that is the 1931 locomotive shop and drydock. Wharf trackage which formerly extended east of here has been cut back. We found 938, freshly painted, inside the shop and 924 outside with its engine apart. All six of the unique G-8's were there, though 801 and 803 were in storage. Bus maintenance is performed in a separate building south of the shops. The Harbour Arterial Road now rises over the locomotive terminal, like a mini-Gardiner Expressway and it has removed much local auto traffic from TT property.

On the local preservation scene, Tom explained that the rail exhibit in C.A. Pippy Park was near the end of its first phase. Indeed, since that time a last spike ceremony was held, with the Provincial Minister of Transport driving the spike, to mark completion of 600 feet of



track. Here it is expected that three or four cars and a locomotive can be accommodated. An exhibit building is planned for a later stage of the project. The other, city sponsored, display in Bowring Park has suffered from vandalism since the centennial train cars were moved there two years ago. Let's hope the new exhibit does not suffer from this affliction.

One final view of local rail operations was the sight of the Carbonear mixed hustling its way west out the mainline to Brigus with 804, 805, three cars of lumber and a coach. The scenes along this line are well known. Unfortunately, both the Carbonear and Argentia mixed services were due to cease after Sept. 20 (leaving the Bishop's Falls-Corner Brook service intact).

One operation yet to be mentioned is the Bonavista line. Tom reported that it was officially closed from the end of June. On the return journey the line was inspected from Shoal Harbour to Trinity. Here, nature's 1984 growth was seen to be undisturbed, indicating a longer period of inactivity than a month. The story subsequently emerged that back in November, 1983 a wash-out on the line led to a derailment and service ended with that run. A washout had also closed the line in 1978 but the CTC ordered it reopened. This time it is official. Soon a contractor will begin to lift the rails.

The most famous feature of this branch is the Goose Cove loop near Trinity. This has always surprised most rail enthusiasts who associate spirals with Kicking Horse Pass or Colorado. Were this line in other parts of the continent it could have preservation potential due to the historic nature of Trinity and the beauty of the line which winds its way around Cape Cove and the northwest arm of Trinity Bay to Port Rexton (see map). The renowned Georgetown Loop in Colorado has recently been reopened, at a cost of over a million dollars, after 50 years of abandonment, while we are about to lose the only railway loop in Eastern Canada.

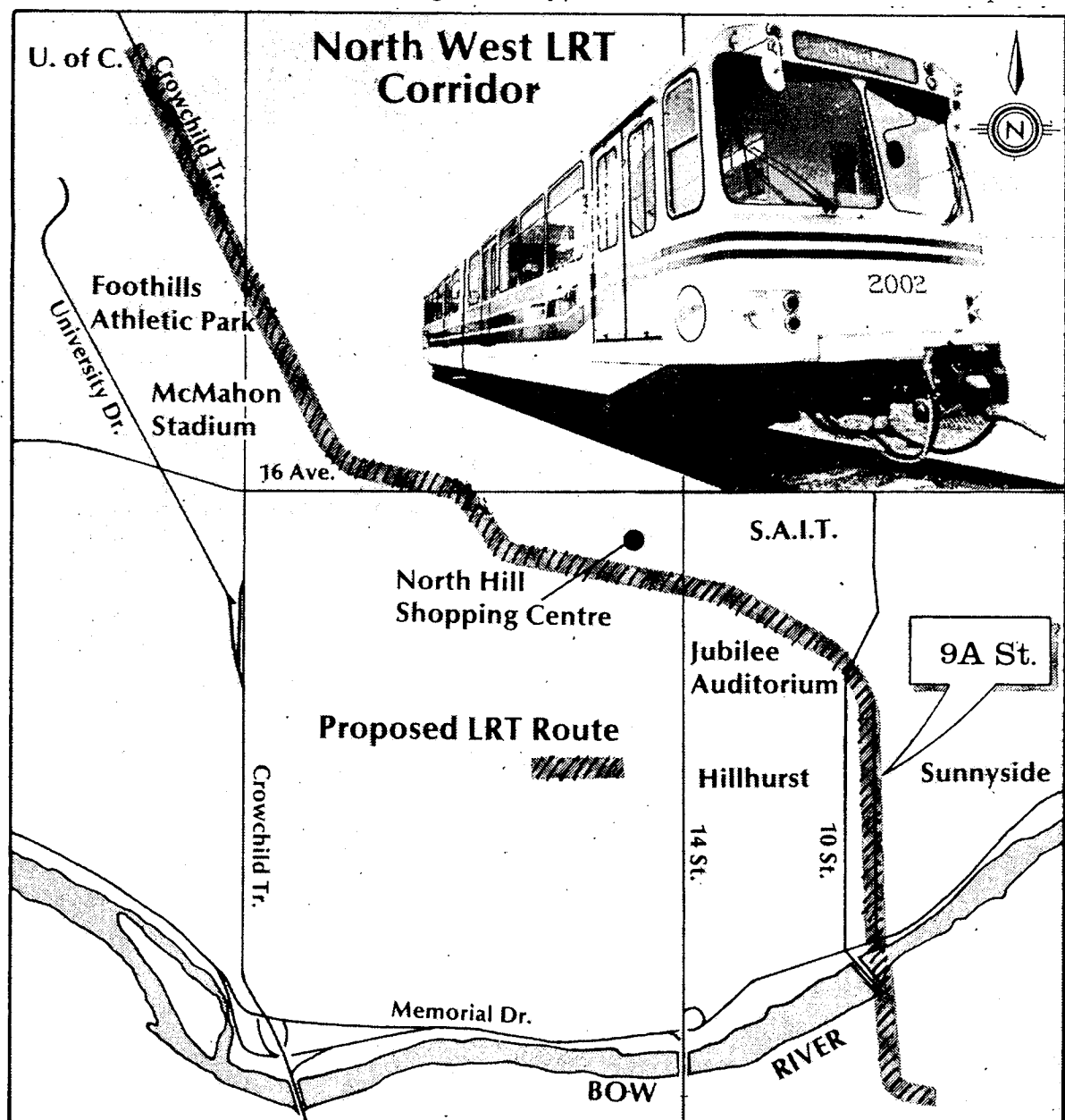
On a final historic note, the preserved 4-6-2, no. 593, at South Brook (beside Deer Lake) was inspected. It sits on a short display track with stub switch and had just been refurbished by railway people from Corner Brook. Missing pieces had been remanufactured and with a fresh coat of paint it looked good again. Earlier plans to move it to Corner Brook have come to naught. Also, at Port Aux Basques bus terminal there is a new bronze plaque to Lauchie McDougall who lived at Wreck House and was called the human wind gauge as he warned the railway of dangerous gales.

Looking back on impressions of Terra Transport one sees a rail system fighting for its life, caught up in today's trend to 'lean' operations. Soon the modernization plan will be complete and the financial health of the operation will be closely watched for results. Pulpwood traffic, once significant, has gone completely to trucks (without really being noticeable on the main highways). Essentially, only two major types of revenue equipment are now used: flatcars, used mainly for containers, and ex-mainland boxcars (the narrow gauge ones having been sold to Costa Rica). Time and shippers will determine how completely containerization can be effected. Most traffic seems to be through-type from Port Aux Basques to St. John's, which suggests an eventual mainline only system with the odd spur here and there. What of the possibility of standard gauging? This may have worked on the gentle topography of Prince Edward Island but seems unlikely here due to the inheritance of sharp curves and light roadbed from Reid's time. Thus we have a brave railway trying to survive not as a narrow gauge but as a meaningful link in today's freight traffic patterns in Newfoundland.

TCALGARY

NORTH-WEST LRT SOLUTION MAY BE EMERGING--The Hillhurst-Sunnyside area of Calgary has been a "tight little neighbourhood" insofar as LRT planning is concerned. For at least three years the neighbourhood residents have been battling the city's plans to run the NWLRT up 9A St. NW, claiming that the rail line would drive a "Steel wedge" through the community. Rookie Alderman Tim Bardsley, who represents the area, has recently proposed a tunnelled section for some 1½ blocks north of Memorial Drive, as shown in a map reproduced in these pages. The city claims that this would add \$11 million to the costs (escalated to \$24.4 million in later press reports), while the alderman's estimate is that the extra cost would be more like \$6 million, and that this sum could be taken out of "contingency" funds for the line.

The originally considered alignment through Hillhurst-Sunnyside was a side-of-the-road surface one, which would have required removal of houses and apartments on the west side of 9A St. NW. In addition to the land for an LRT right-of-way, there would have been a landscaped buffer



together with land to ease neighbourhood parking problems. Using the wording of a Calgary Herald columnist, "activists successfully promoted hysteria...to force Council into a prohibitively expensive underground alignment or to move the line to 10 St., 14 St. or Crowchild Trail...all of these alternatives proved unsound, but the activists spurned compromise... as a last resort a frustrated Council chose the centre of 9A Street". A Mayor's Task Force on LRT routing through the Hillhurst-Sunnyside neighbourhood has been recently set up to study the tunnel proposal of Alderman Bardsley. Neighbourhood residents had taken the NWLRT plans to court, seeking a plebiscite on the question of LRT on residential streets and in public parks, but have agreed to set back a date for the hearing to November in order to permit an attempt at a solution through political means (the Task Force). Mayor Klein hopes that a compromise alignment satisfactory to all parties can come out of his Task Force, permitting the line to be built in time for the 1988 Winter Olympics (despite the statement coming out of Calgary, as previously reported in the NEWSLETTER, that last June 30 was the absolute deadline for a decision on financial assistance permitting the extension to go ahead).

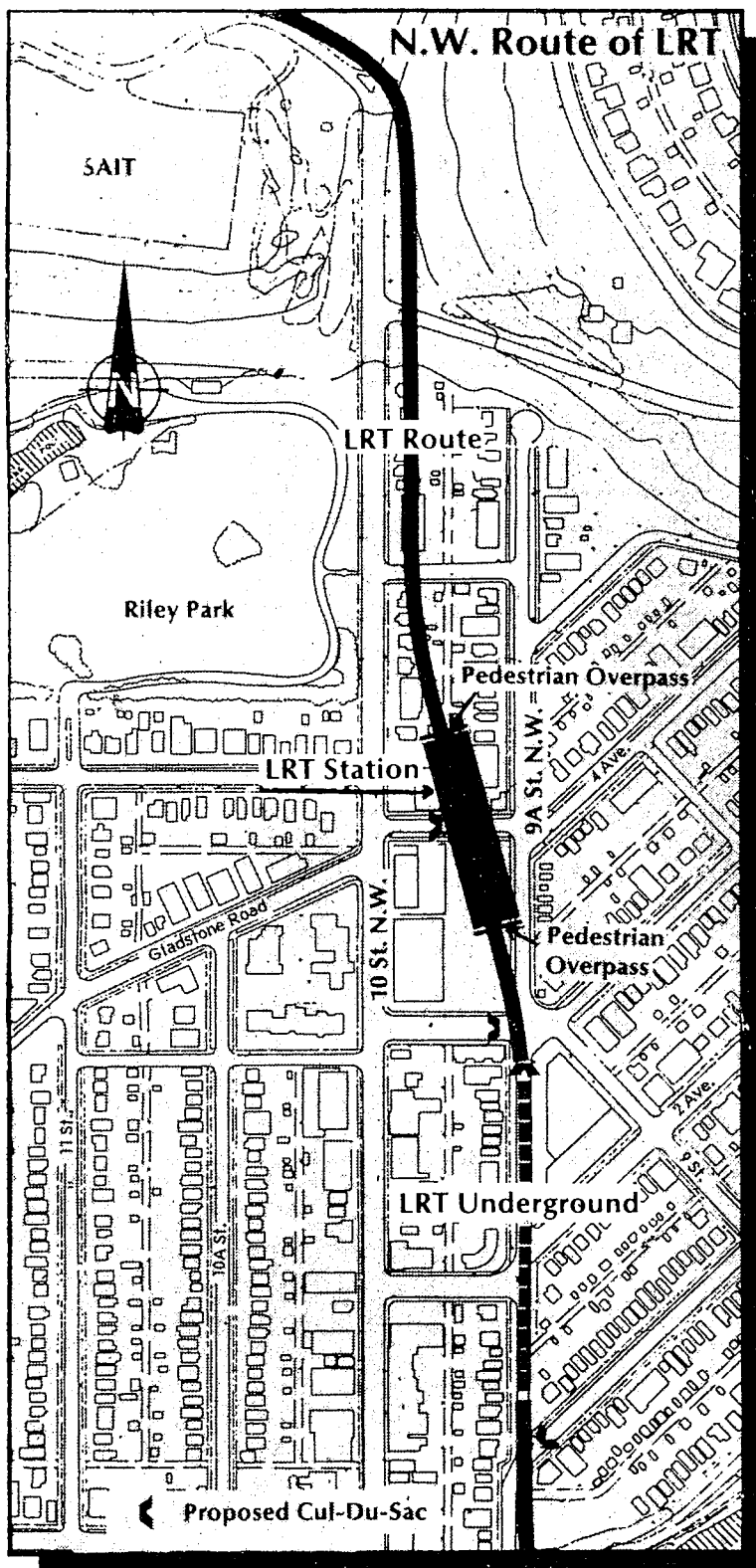
The City administration wants a firm decision by November so that contracts may be tendered and engineering design work performed over the coming winter. Mayor Klein said that he would be "very disappointed and very angry" if the delay in court proceedings turns out to be merely a bargaining tactic used to force Council into a decision favourable to the activists. (The 9A St. residents petitioned the City three years ago to hold a plebiscite on the NWLRT alignment, but the petition was 105 signatures short of the 3% of the city's electorate needed to force a vote.) The position of the residents continues that the line should be underground for its full distance through the community. To time of writing, the citizens had been pressing this position at Task Force meetings. Mayor Klein said on Sept. 18 that burying the NWLRT under 9A St. is "too expensive for Council to implement", and that the mandate of his Task Force, which is to find a compromise, has been entirely misunderstood. He said further that "there is what I think is a very small group (of Hillhurst-Sunnyside residents) who are not going to be satisfied no matter what happens". Three days later he said that he would support the Bardsley compromise--the extra cost could be justified by the avoidance of a four-year delay and the effects of inflation over that period. The Mayor claims that the 9A St. residents would likely lose the plebiscite if one was held because it would be city-wide, and most Calgary residents want the NWLRT to be constructed to the University of Calgary and McMahon Stadium.

Other Calgary LRT Notes--The City of Calgary has adopted an official policy of promoting high density development near LRT stations, but not those that are in the middle of low density areas at present. The City's philosophy is that, after a \$700 million investment in an LRT system, people should be placed (in terms of both residences and places of employment) where they will cause the system to be well used...The Calgary Herald suggests that future LRT lines might run to the west side of the city, paralleling CP Rail tracks or Bow Trail, or up 17 St. SW; a north line might follow in the more distant future, extending to MacEwan Glen...\$60,000 had to be spent to lower the platform at Sunridge Station on the NELRT by 30 centimetres due to what was described as a consultant's design error. Raising the tracks to compensate for the error (which one might expect to be the easiest way to correct the situation) was deemed to be more expensive and likely to leave an unsatisfactory result...Calgary Transit is concerned about left turns at the nine level crossings on the NELRT, and hopes to open the line by next May for shakedown tests during which local motorists can get used to operations...Transponders are to be installed on LRT cars, emitting signals to a switch machine at 4th St. and 7th Ave. SE which will align the switch on the outbound track for either the South Line or the NELRT... Going back a few months, Provincial Transportation Minister Marvin Moore announced in late June that \$2.5 million would be made available for NWLRT engineering and that later construction grants of the order of \$125 million per year would probably see the line constructed in time for the 1988 Olympics...Calgary Alderman James Bell has asked the city administration for a study of a 500-space parking garage at the Anderson Road terminal of the south LRT line to dissuade motorists from driving downtown, particularly between-peaks shoppers. However, Transportation Commissioner William Kuyt says that the structure would not be properly used if the line is extended further south and would in any event affect the local neighbourhood detrimentally. The Alderman claims that the existing 1200-space surface lot at Anderson Road is regularly filled by 8 a.m. and that midday shoppers who would otherwise patronize LRT cannot park there.

--All of the foregoing Calgary material is an amalgam of Calgary Herald press reports forwarded by M.F. Jones

CALGARY MONORAIL APPARENTLY DEAD--TranSyt Canada Inc. President Lyman Richardson has told Calgary Mayor Ralph Klein that the proposed one mile test monorail line is "just too much trouble". The facility, first proposed in September, 1981 and originally to have been located near Calgary Airport, was subject to an agreement in principle between the company and the City by September, 1982. However, after a subsequent year of discussion with Federal officials (whose approval was required because of proximity to the airport), the officials vetoed the plan as they feared that stray currents from the monorail might interfere with aeronautical radar and navigational equipment. TranSyt then came up with a route between the Foothills Hospital and the University of Calgary, but a financial impasse followed. The company wanted to build the test track and then have the City of Calgary buy it for \$30 million, together with an additional 10 miles at \$100 million, to link the airport with downtown. The city claims that the company first proposed to build the test track at no cost to the City, but it received a letter from a brokerage firm in Toronto representing Mr. Richardson indicating that nothing would happen without a commitment from Calgary to buy the line. TranSyt now proposes to construct its test monorail line in Saudi Arabia, where the financial backers are located.

--Information from M.F. Jones



CT CALGARY TRANSIT

Left: Map showing the "compromise" proposal of Alderman Tim Bardsley for the Calgary Transit NWLRT line through the Hillhurst-Sunnyside area. Commencing a short distance north of the bridge to be constructed over the Bow River, the line would pass through a short subway of about $1\frac{1}{2}$ blocks in length (allowing 2 Ave. to continue to intersect with 9A St. NW, while other nearby east-west streets would be closed off at 9A St.). Emerging in the open again at 3 Ave., the line would veer north-westerly into a Safe-way Stores parking lot and into a depressed station at 4 Ave. The line would then parallel the east side of 10 St. NW on an embankment, requiring the removal of several houses and an apartment building, and then climb the hill to turn north-westerly into the grounds of the Southern Alberta Institute of Technology ("SAIT" on the map). The alternative, which Mayor Ralph Klein has threatened to impose on the neighbourhood if residents do not show some spirit of compromise, is to run the line on a surface median directly up 9A St. effectively dividing the community with restrictions on left turns for free-wheeled traffic.

--Calgary Herald map, from M.F. Jones

ALBERTA "CORRIDOR" REPORT--I had a chance to ride the Calgary-Edmonton line recently; it is as bad as ever, with exceptionally rough track between Calgary and Red Deer, although crews are at work between Red Deer and Edmonton, replacing the sectional rail with CWR. There is a crossing virtually for every mile, and I counted 66 instances of whistle activation between Red Deer and Calgary (95 miles). The crash at Hobbema on August 31, between Red Deer and Edmonton, killed the 81-year old driver of a grain truck. I am told by one of the crew who was involved in the crash that, on that occasion, two RDC's were part of the train and this is what saved the crew, as the truck smashed the baggage area. The car involved was 6205. At time of reporting, RDC 6147 was assigned to the run and, as of September 15, an RDC in the old CPR red/silver paint, No. 91. An "oddball" consist filled in for a period, composed of locomotive 6505, baggage car 617 and coach 3249. I rode this combination back from Edmonton on Train 196, on September 15, 1984. As of September 19, the standard consist seems to have been replaced by an RDC, making the line fully RDC again. As of now, the LRC is positively and firmly out of the question for the Calgary-Edmonton corridor.

--M.F. Jones

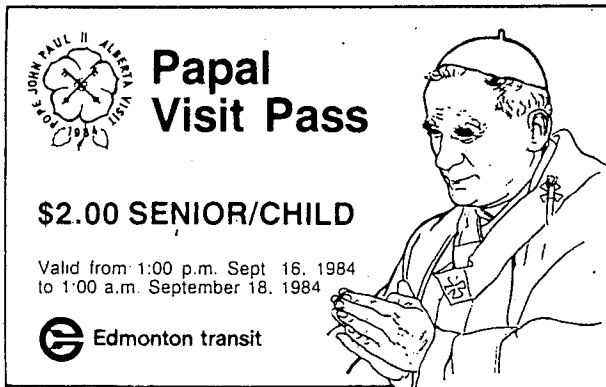


Illustration of Edmonton Transit's Papal Visit Pass, which sold for \$4 Adult and \$2 Senior or Child. The Adult pass was purple with white lettering, while the Seniors-Child pass was blue and white. Passes were valid for the period indicated on the face, on the LRT line and on regular and special bus routes.

--forwarded by M.F. Jones

Station Notes

TORONTO UNION STATION: \$12 MILLION OF IMPROVEMENTS

VIA Rail is about to undertake a \$3.5 million rehabilitation of Toronto's 57-year old Union Station. This will include a cleaning of the presently grimy Front St. facade as well as a general refurbishing and repainting of the main concourse. Escalators are to be installed to assist handicapped passengers in reaching platform level.

In the meantime GO Transit will carry out over the next three years improvements to its facilities at the station at an estimated \$8.5 million cost. First will be the renovation of the platform between Tracks 4 and 5 for GO Transit use, with existing stairways upgraded and the addition of three new stairways and an escalator. The mezzanine inside the GO concourse will be extended to serve the new 4/5 platform and to make possible transfers between all GO Transit platforms and rail services at mezzanine level. The communications and signage system for passenger information and operational control will also be expanded and upgraded. When the first stage is complete, GO Transit will be using Platforms 1, 2/3, 4 and 4/5, with Bradford and Stouffville trains no longer using Platform 12/13. During 1985 Platform 1 will be upgraded, and later a second link is to be constructed between the GO Transit concourse and the TTC Union subway station.

Returning to VIA, the Toronto Union Station improvements are part of the carrier's program to improve and ultimately assume control of all major rail passenger terminals in the country. While Union Station, Montreal's Central Station and Ottawa Union Station are not on the immediate acquisition list, VIA is building a new station in Sudbury a half mile from the existing CP station and has acquired the Levis, Quebec station from CN and has renovated it as an intermodal terminal (used by city transit buses and cross-river ferries). VIA is negotiating with CP to acquire the station in Trois Rivieres, Quebec, is close to acquiring the CN Winnipeg station, and hopes to begin toward taking over CN's Halifax station. Acquisition of CP's Regina station is under way, while a lease with CN for its Vancouver station is being negotiated. The matter of the move in Calgary was the subject of an editorial reprinted from the Calgary Herald in the September NEWSLETTER. VIA hopes to be able to induce municipalities to share in the operation of the stations which it takes over, such as by providing community services within them.

--GO Transit information from "GO News"; VIA information from Toronto Globe & Mail

--The Toronto Historical Board has negotiated with CN the listing of two suburban stations on the City's Inventory of Buildings of Architectural and Historic Importance. VIA Rail has also consented to the listings. Extracts from the Board's reports on the stations follow:

1. CNR West Toronto Station 190 Old Weston Rd. --This property has been selected for inclusion on the City of Toronto's Inventory of Buildings for architectural reasons. The station was built about 1890 and was known as the Carlton Western Road Station. An addition to the north in the early 1900's completed the building which is constructed of an unusual and attractive oversized brick. A south bay window, broad overhangs and a steeply pitched hip roof identify it with the distinctive form of earlier wooden station buildings. It is important for its architectural significance in the area.

2. St. Clair Ave. Station 1550 St. Clair Ave. West --This property has been selected for inclusion on the City of Toronto's Inventory of Buildings for architectural reasons. Built about 1931, on the site of an earlier building, this station is unusual for its location on a steeply sloping site formed by tracks that were elevated to provide an adjacent underpass for vehicles and pedestrians on St. Clair Ave. West. The lower level for storage opens to the service road and the upper level provides direct access from the long bright waiting room to the track platform. The splayed semi-circular arched brick window and door openings are an outstanding feature of all facades which are set under the broad overhanging eaves of the simple hipped roof. While typical of station buildings in general form, the quality of brickwork and woodwork in doors and on interior finishes gives a special significance to this example.

TROUBLES AT ANOTHER HISTORIC STATION --Bill LeSurf, Smith Falls Town Councillor and Secretary-Manager of the local Chamber of Commerce, also heads the Smiths Falls Railway Museum Assoc., which is endeavouring to acquire the local CN station for purposes of establishing their

museum in it. He told the Brockville Recorder and Times in early June that some \$5000 to \$10,000 worth of valuable woodwork was recently stolen from the building, and that unauthorized CN employees are under suspicion. Me. LeSurf has accused CN police (from Ottawa) of not investigating the theft thoroughly and not maintaining proper security on the building. The station has been declared a National Historic Site, but this obviously meant nothing to the pilferers.

Mr. LeSurf said that evidence points to an inside job: a neighbourhood resident saw men loading materials into an orange truck outside the station before the theft was discovered and there are no signs of forcible entry. "It looks like whoever went in must have used a key. And although it's pretty hard to pinpoint, when you talk about an orange truck, there aren't too many other than those owned by CN. As soon as we went in I discovered all the mouldings around the doors and walls, window frames and sills and pretty well the rest of the woodwork had been taken. Even the little counter under the ticket window was taken. For them to strip those walls the way they did, they must have been experienced. It looks as though they might have been planning on coming back".

CN is prepared to let the Town of Smiths Falls have the building for \$1, but the local Council has refused the offer because of what the press report has called "strings attached" regarding the lease of the land upon which the building sits. Negotiations are nevertheless continuing, although the removal of the woodwork is a major setback. Me. LeSurf estimates that it will take between \$250,000-\$500,000 to refurbish the station for museum purposes. --Mike Lindsay

OIL SPRINGS NYC STATION LATEST MUSEUM--According to the Oct. 4, 1984 edition of the London Free Press, the New York Central station at Oil Springs, Ont. (near Sarnia) will be turned into a railroad museum and featured as part of the Oil Museum of Canada. The station, which served the village from the mid-1880s until 1960 when the NYC abandoned the Courtright to St. Thomas line, has served as an Oil Museum storage building most recently. Plans are for rolling stock exhibits (oil related naturally), a special exhibit on the history of the Sarnia-Port Huron Tunnel, and other displays that concentrate on the railway's role in the development of the community. The station freight room will feature an exhibit on the history of the NYC in Canada, and concentrate on the motive power assigned to this area, especially steam engines 1290, 1291, and 880. --Mike Lindsay

CN DUNDAS STATION PARTIALLY DESTROYED BY FIRE--Shortly before noon on September 27 the crew of a CN freight saw that the station at Dundas, Ont. was on fire. A call was put in to the Dundas and Flamborough Fire Departments, but by the time the blaze had been brought under control the waiting room area and part of the roof had been destroyed. The baggage room area (the east portion of the structure, which has latterly been used for the storage of maintenance materials such as spikes, hard grease and bags of salt) remained essentially intact. The fire was later determined to have started on the waiting room floor, and is suspected to be a case of arson.

The station had latterly degenerated to the status of a waiting shelter, with boarded up windows. CN had been castigated by the Hamilton Spectator for permitting the deterioration and unsanitary conditions which had occurred since the time when tickets were last sold at the station, in 1972. Dundas Station was built about 1920, replacing an earlier structure which dated from the 1860's. Some 12 years ago CN advised the Dundas Historical Society that it would give sympathetic consideration to turning over the station to the Society if a new facility was constructed at the site. This had not happened in the interim, but the fire will now presumably force VIA to erect something to serve passengers using the four trains a day which stop at Dundas, even if it is nothing more than a transit type shelter. A CN spokesman has said that "the lines of communication are still open" between the railway and the Dundas Historical Society in connection with what remains of the station structure, and the Curator of the Society's Museum continues to hope that something can be done at the site at least to commemorate the station and the importance which it once had for passenger travel to and from the Hamilton area. --information from Hamilton Spectator report via Mike Lindsay

VIA TO RELOCATE CALGARY STATION--As indicated in the Calgary Herald editorial reproduced in the September NEWSLETTER, VIA Rail and the Department of Public Works had until recently been negotiating for the purchase by the former of the old Calgary post office building, located on 9th Ave. and 1st St. SW, just down the street from the present station, for use as the new VIA passenger station. The four-storey building, spotless inside and out, is now virtually deserted by Canada Post, except for a downtown letter depot and vehicle storage, better facilities having been constructed elsewhere throughout the city. VIA wants the building due to location and low renovation costs, after having inspected other locations and rejecting them due to a combination of factors. With such a building in excellent condition, and a great deal of space on the lower floor and three upper floors, it is conceivable that VIA could relocate some of its office space to the post office structure, to handle traffic west of Winnipeg and through the Rockies. In its glory days, the building handled countless numbers of post office employees, which means that heating and ventilating facilities, washrooms, etc. have been planned as part of the building and do not have to be upgraded--at least in the basic package.

Left over from the old RPO days, VIA would also find a great deal of space to operate motorized equipment inside and out. Large loading platforms are located at both the front and the back of the building. The front platform gives into a large parking area, suitable for visitors and cargo (there is no parking facility at the present station), while the rear platform, of about three car lengths, gives directly onto a couple of stub tracks, which lead to the east-west CP mainline. Presently, one or both stub tracks are used to accommodate "visitors" (SPENO, Sperry Rail Service, etc.). The area between all tracks at this point is fully paved, as this constitutes the west end of the present VIA station. The Palliser Hotel is the only building between the proposed station and the present station. It is located several steps under the

Calgary Tower, on 9th Ave. and Centre St. The steps, in fact, plus the lack of parking, make it most inconvenient for the handicapped, elderly, and those with a lot of baggage. They lead from the street to the station and there are more steps up from the station to the track. Installation of an escalator or elevator is out of the financial question and would probably damage the Calgary Tower in the base, as the station is situated directly within the Tower base.

The City of Calgary has been involved in the VIA-Canada Post negotiations, as mediator. One city alderman recently called the present VIA station a "joke", during a radio interview. In fact, VIA officials are red faced everytime a major event occurs involving people travelling by train. With a station barely able to seat 100 persons, VIA does its level best to control the situation, especially during the Stampede when there is sheer chaos. When this event is on, VIA is hard put just to figure out how to accommodate people using the train, never mind the baggage. At that time, the station overflows, with people sitting on the steps, on their luggage and any other way they can. Another alderman made the remark that Calgary was built around the railway and that it was a shame that VIA had to use such cramped quarters, with relocation being the only solution.

VIA wants to relocate to its new quarters (whether same be the old post office or other facility) by Expo 86 (Vancouver) or at the latest, by the Calgary Winter 88 Olympics. For both of these events, it expects hordes of tourists travelling by rail and wants to give them the proper service and comfort. Meanwhile the competition (Greyhound) is now relocating west of downtown but still within the "beltline" (9th Ave. and 14 St. SW), with its own money, well in time to take care of the bus travelling crowd. Their facilities are also inadequate downtown, on 4th Ave. SW.

After several years of VIA having apparently been "led on" by the Federal Department of Public Works, Canada Post has recently decided that it is going to continue to occupy its Calgary building for at least another five years. There is presently a study being made by OCO '88, the Calgary Winter Olympics Organizing Committee, regarding the transportation aspect of the Olympics. It would be deplorable if VIA had to move away from the downtown core in order to accommodate its trains, while the competition remains so close to it. Let's hope that VIA can obtain a suitable building in time. It cannot stay in its present facilities without severe damage to its image across the world, when the 88 Olympics roll around.

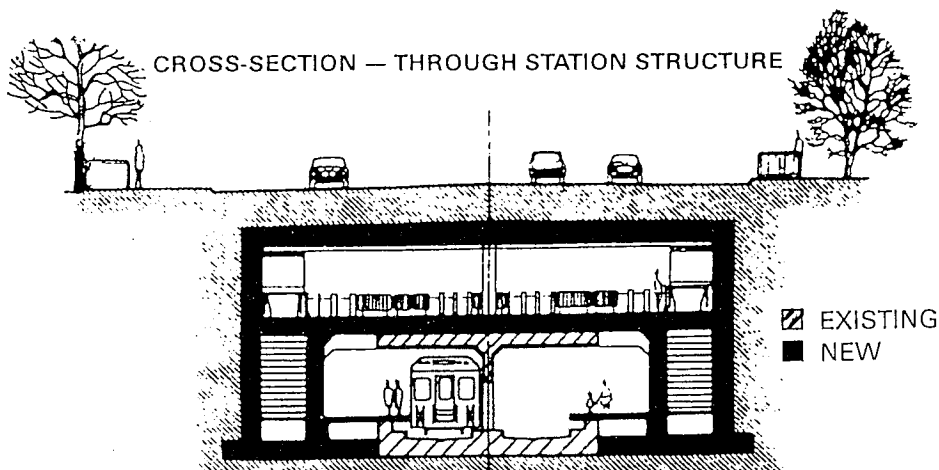
--M.F. Jones



Toronto Transit
Commission

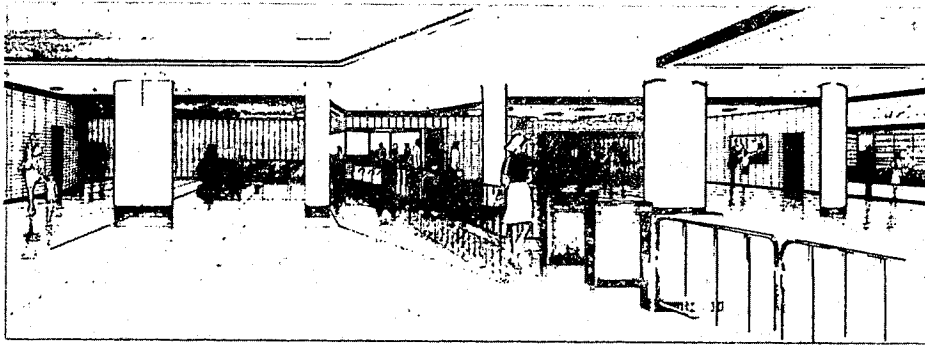
NEWS

- The body of trolley coach 9214 was towed out of Hillcrest Yard, destined for scrap, on the afternoon of Sept. 25.
- Park Home Station, which is to be added to the Yonge Subway Northern Extension between Sheppard and Finch Stations, was recently the subject of authorization for the preparation of contract drawings. Construction is scheduled to start in September, 1985, with the station to be completed by February, 1988. Subway service will be maintained during construction, with certain work such as the demolition of the existing tunnel structure and some construction activity being performed during night hours when the subway is not operational. The station will serve the North York Civic Centre and adjacent high density development planned for this area. It will have a centrally located mezzanine and sidewalk entrance stairways, with provision for a direct future connection to a planned building on the west side of Yonge St.



Estimated cost of the project is \$25 million. Allowance had been made for the possibility of a station at this location by the provision of a level track grade when the Yonge Subway Northern Extension was constructed. The TTC has issued a public information brochure on Park Home Station, from which the accompanying illustrations have been taken.

- The Commission has awarded an \$867,680 contract to Trist Construction Co. for renovations to Roncesvalles Carhouse. Reconstruction of the inspection pits in Bays 18-20 will feature improved lighting, ventilation and headroom, together with a new wheel grinder with the capability of grinding four wheels simultaneously, doubling the efficiency of the present wheel grinding operation. Offices, parts storage areas, washrooms and locker rooms in the



PERSPECTIVE — FARE COLLECTION MEZZANINE LEVEL

carhouse will be modernized. The work, which commenced in late June, is expected to be completed in early 1985. The balance of the pits in the building are slated for rebuilding during 1986-87.

--Above two items from TTC "Coupler"

- As of late October, the new entrances on the east and west side of the mezzanine at St. Andrew Station, linking the subway with the new Sun Life office towers on the north-east and north-west corners of King and University, had been completed and evidently ready to be placed in use.

- Two items are being added to TTC streetcars: what appear to be grab bars but are in fact anchors for ladders have appeared on the rear ends of cars. One bar is placed over the right rear marker light on PCC's, whereas two have been applied to CLRV's, over the rear window. Ladders placed against car ends can be hooked over the bar in order to prevent slippage. The second item is the addition of eight small representations of the Uniform Traffic Code stop sign, two placed on each rear facing (when open) leaf of both front and side doors. These serve to emphasize to the drivers of other vehicles on the road that they must stop behind open streetcar doors. To time of writing only CLRV's had been seen with these symbols added.

- FAREBOXES TO BE REPLACED--The TTC has placed an order with RMS Industrial Controls Inc. for 2100 fareboxes and 1000 vaults which will completely replace the sturdy but venerable "Cox" or "Toronto" type boxes, some of which have served since the early years of the Commission in the 1920s. The new units will actually be manufactured in Australia by Associated Electronic Services Ltd., which will supply them through RMS, a Canadian firm. The estimated overall cost, including installation by TTC forces, is \$3.1 million. The new boxes will have a greater capability for accepting paper money, will be permanently mounted in each surface vehicle on a pedestal, and will have a removable vault several times larger than the receptacle section of the old fareboxes. The vaults will fit into present farebox racks in divisional offices. Before the order was placed TTC personnel studied fareboxes offered by U.S. and overseas suppliers and were concerned primarily with obtaining a simple, easy-to-maintain design. Four hundred of the boxes are expected to be on the property by the end of this year, with all to be delivered by June, 1985. Installation on vehicles will not be completed until towards the end of that year.

--TTC Coupler

- Historical Item--List of retired cars in storage at Dundas Division yard, March 23, 1939: 151-155, 1774, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974, 1978, 1980, 1982. These cars were removed to George St. Yard for scrap, and were off the roster by May 6, 1939.

--Observed by the late James Kidd, submitted by Charlie Bridges

--VIA Rail restored passenger service to the Moncton-Edmunston run effective Oct. 28, on a thrice-weekly schedule. The former seven days a week service had been withdrawn as part of the 1981 Pepin cutbacks. The new service is stated to be in the nature of a two-year trial. Two RDC's are assigned to the runs, which operate Wednesdays, Fridays and Sundays/Mondays. On Wednesdays and Fridays a same day round trip is made, leaving Edmunston at 7 a.m. and arriving in Moncton at 11:35 p.m. to lay over until a 6:30 p.m. departure from the latter point and arrival back at Edmunston at 11 p.m. The other schedule sees a 5 p.m. Sunday departure from Edmunston, arriving Moncton at 9:35 p.m. and the return trip not being made until Monday, on the same 6:30 p.m. to 11:35 p.m. timing of the Wednesday and Friday return runs. The Sunday evening southbound schedule is said to be for the convenience of University of Moncton students returning after the weekend. The service is a "no frills" one, without any kind of on-board food service. While CN still uses its Edmunston station, other stations along the route have been refurbished as waiting shelters by municipalities. On Oct. 31 (not the actual opening day) a formal inaugural run took place, using a three car train, when mayors and other elected representatives from communities along the line and a group of senior citizens went for a ride to Moncton and return (the latter had maintained a strong lobby to have the train service reinstated). No tickets are being sold at stations, but are sold on board by conductors. The one-way fare is \$29, although special fares (\$34 same day return, except Fridays, and \$43 one to seven day return) are also offered.

--Information from the St. John Telegraph-Journal, via Kenneth S. MacDonald

--The Ontario Legislative Committee, Canadian Railway Labour Association, is drawing to the attention of municipalities a recent notice dated Sept. 24, 1984, received from Mr. John O'Hara, Secretary, Railway Transport Committee, Canadian Transport Commission, advising that a public hearing will commence on Monday, Dec. 3, 1984, at Hull, Quebec, in the matter of an application by CN and CP Rail for approval of a plan to test and operate caboosless trains.



Great
Lakes
Region

WAY FREIGHT AND SWITCHER SCHEDULES as of Aug. 11, 1983 (numbers in brackets indicate assigned motive power on Aug. 1, 1984)
Trains Nos. 500-539 are way freights; Nos. 540-599 are road switchers

TRAIN NO.	FROM	TO	LV	ARR	FREQUENCY
<u>BALA SUB.</u>					
598 (9462)	CAPREOL	SUDBURY	1600	1800	EX SAT
<u>BURFORD SUB.</u>					
560 (4125)	BRANTFORD	SPRINGFORD	0830	1200	EX SAT SUN
<u>BEETON SUB.</u>					
540	BARRIE	BEETON SUB & ALLISTON SPUR	0800	1300	EX SAT SUN
<u>CAMPBELLFORD SUB.</u>					
527	BELLEVILLE	PETERBOROUGH	1000	1400	MON WED FRI
<u>CANAL SUB.</u>					
566 (4571)	NIAGARA FALLS	WELLAND	0800	1600	EX SUN
567 (4589)	PORT ROBINSON	WELLAND (VIA PORT COLBORNE)	1500	2300	EX SUN
<u>CARAMAT SUB.</u>					
535	HORNEPAYNE	HILLSPORT	0800	1030	AS REQ.
597	LONGLAC	NAKINA	1400	2200	EX SAT
<u>CAYUGA SUB.</u>					
513	ST. THOMAS	TILLSONBURG	0900	1700	EX SAT SUN
561 (4118)	JARVIS	CAYUGA/SIMCOE	0830	1730	EX SUN
<u>CHATHAM SUB.</u>					
578	LONDON	GLENCOE	2355	0755	AS REQ.
<u>DRUMBO SUB.</u>					
581 (4520)	STRATFORD	TAVISTOCK	0800	1000	TUE THURS SAT
560	BRANTFORD	BRIGHT	0830	1630	AS REQ.
<u>DUNDAS SUB.</u>					
(4130)					
589 (4580)	LONDON	WOODSTOCK	2230	2330	EX SAT-SUN
557 (3123)	HAMILTON	DUNDAS	1100	1200	AS REQ.
560	BRANTFORD	PARIS JCT-DUNDAS	0830	1630	EX SAT-SUN
509	HAMILTON	INGERSOLL	1000	1800	MON WED FRI
	HAMILTON	WOODSTOCK			TUES THURS SAT
<u>DUNNVILLE SUB.</u>					
560	BRANTFORD	DUNNVILLE	0830	1630	EX SAT-SUN
<u>EXETER SUB.</u>					
511 (4492)	LONDON	HENSALL	0700	1500	MON WED FRI
	(VIA CLINTON JCT)				

TRAIN NO.	FROM	TO	LV	ARR	FREQUENCY
<u>FERGUS SUB.</u>					
580 (4534)	KITCHENER	FERGUS	0900	1700	EX SAT-SUN
<u>FOREST SUB.</u>					
(4496)					
581 (4560)	STRATFORD	FOREST	1200	1500	TUE THURS SAT
<u>GODERICH SUB.</u>					
581 (4560)	STRATFORD	GODERICH	1000	1800	MON WED FRI
<u>GRIMSBY SUB.</u>					
565	NIAGARA FALLS	GRIMSBY	0700	1500	EX SUN
558 (1323)	HAMILTON	WINONA	0930	1730	EX SAT-SUN
<u>GUELPH SUB.</u>					
581	STRATFORD	BADEN	0900	1700	TUE THURS SAT
580 (4534)	KITCHENER	ACTON	0900	1200	EX SAT-SUN
<u>HAGERSVILLE SUB.</u>					
561	JARVIS	NANTICOKE	0900	1700	EX SUN
559	HAMILTON	NANTICOKE	0900	1700	EX SAT
507	HAMILTON	NANTICOKE	1500	2300	AS REQ.
<u>HALTON SUB.</u>					
555 (1229)	BURLINGTON	TANSLEY	0800	1600	EX SAT-SUN
547 (1326)	MALPORT	MILTON	0915	1715	EX SAT-SUN
<u>HUMBERSTONE SUB.</u>					
567	PORT ROBINSON	PORT COLBORNE	1500	2300	EX SUN
<u>KAPUSKASING SUB.</u>					
596 (1394)	HEARST	KAPUSKASING	1200	1430	MON WED FRI
<u>KINCARDINE SUB.</u>					
516	STRATFORD	LISTOWEL	1000	1300	MON THURS FRI
<u>KINGSTON SUB.</u>					
526 (3728)	BELLEVILLE	GANANOQUE	0700	1500	EX SUN
528 (4224)	BELLEVILLE	OSHAWA	0745	1545	EX SAT SUN
588 (3739)	KINGSTON	GANANOQUE	0800	1600	EX SUN
590 (1300)	BROCKVILLE	PRESCOTT	0900	1700	EX SAT SUN
546	OSHAWA	PICKERING	1000	1800	EX SAT SUN
548	OSHAWA	AJAX	0900	1700	EX SAT SUN
<u>MANITOUWADGE SUB.</u>					
535	HORNEPAYNE	GECO	0800	1020	AS REQ.

TRAIN NO.	FROM	TO	LV	ARR	FREQUENCY
<u>MARMORA SUB.</u>					
586	BELLEVILLE	PICTON	0845	1645	EX SAT SUN
<u>MEAFORD SUB.</u>					
540	BARRIE	MEAFORD	0800	1600	EX SAT SUN
<u>MIDLAND SUB.</u>					
544 (3701)	ORILLIA	MIDLAND	0730	1530	EX SAT SUN
<u>NEWMARKET</u>					
595 (4530)	HUNTSVILLE	SOUTH RIVER	0900	1700	EX SUN
545 (9510)	MACMILLAN YD.	BRADFORD	0830	1630	EX SAT-SUN
<u>NEWTON SUB.</u>					
516 (4426 -4486)	STRATFORD	HANOVER	1000	1800	MON THURS FRI
<u>OAKVILLE SUB.</u>					
557	HAMILTON	MIMICO	0545	1345	DAILY
543 (3630 -9411)	MACMILLAN YD.	OAKVILLE	0750	1550	DAILY
554 (3833)	MIMICO	CLARKSON	1515	2315	EX SAT SUN
552 (1230 -1235)	MIMICO	BRONTE	0815	1615	EX SAT SUN
553	MIMICO	PORT CREDIT	0900	1700	EX SAT SUN
555 (1229)	BURLINGTON	ALDERSHOT	0800	1600	DAILY
556	BURLINGTON	ALDERSHOT	1830	0230	EX SAT SUN
<u>OWEN SOUND SUB.</u>					
* 516 (4226	STRATFORD	OWEN SOUND	0930	1730	TUES
* 516 -4486)	OWEN SOUND	STRATFORD	0930	1730	WED

* INDICATES TRAIN LAYS OVER AT DESTINATION.

TRAIN NO.	FROM	TO	LV	ARR	FREQUENCY
<u>PAGWA SUB.</u>					
596	HEARST	CALSTOCK	1730	0030	EX SUN
<u>SOUTHAMPTON SUB.</u>					
516	STRATFORD	SOUTHAMPTON	0800	1600	MON THURS FRI
<u>STAMFORD SUB.</u>					
568	NIAGARA FALLS	PORT ROBINSON	1600	2359	EX SAT
566 (4533 -4571)	NIAGARA FALLS	WELLAND	0800	1600	EX SUN
<u>STRATHROY SUB.</u>					
511 (4492)	LONDON	PETROLIA	0800	1600	TUE THURS FRI
<u>TALBOT SUB.</u>					
578	LONDON	ST. THOMAS TILLSONBURG	0900	1030	EX MON SAT ONLY
<u>THORNDALE SUB.</u>					
581 (4496)	STRATFORD	KELLYS	1115	1415	EX SAT SUN
<u>THOROLD SUB.</u>					
568 (4590 -4599)	NIAGARA FALLS	THOROLD	1600	2359	EX SAT
566	NIAGARA FALLS	THOROLD	0800	1600	EX SUN
564	PORT ROBINSON	THOROLD	0700	1500	EX SUN
567 (4589)	PORT ROBINSON	THOROLD	1500	2300	EX SUN
<u>UXBRIDGE SUB.</u>					
817	MACMILLAN YD.	LINDSAY	0900	1700	AS REQ.
542 (9502)	MACMILLAN YD.	STOUFFVILLE	0900	1700	EX SAT SUN

--Pinafore Park (St. Thomas, Ont.) 0-4-0T saddletanks 1 and 2 were loaded aboard flatbed trucks on Oct. 12 by members of the Huntsville and Lake of Bays Railway Society and transported to Huntsville to be held for operation on the narrow gauge railway to be constructed by the Society (see October issue, Page 3). Pinafore Park 3, a 150 H.P. GE diesel of 1948 vintage, assisted in the loading operation and will handle future operations on the now dieselized half mile park railway. Don Broadbear, owner of PPR, told the London Free Press that the steam locomotives had been requiring his "undivided attention" and that he no longer had the time to give them that attention. In the meantime, H&LofB Ry. Society members told the St. Thomas Times-Journal that they hope to establish a tourist railway of about five miles in length upon which Nos. 5 and 7 (latterly Pinafore Park 1 and 2 respectively) will again bring the sight and sound of steam to Muskoka.

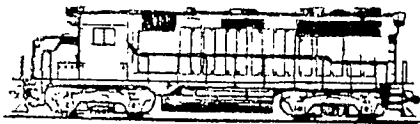
--from press reports forwarded by Ted Wright

--With all the attention devoted to the saving of Cabin D at John Street, Toronto, it seems to have gone unnoticed that, at the same time as Cabin D went from its original location, CP quietly removed Tecumseth St. Tower as well. (This structure, however, was not preserved).

--Bob Sandusky

MOTIVE POWER

and car equipment



BY BRUCE CHAPMAN



Rebuildings, etc.--The following SD40-2's were equipped with Robot Control equipment at Ogden Shops, Calgary, this past summer: 5703, 5705, 5706, 5707, 5709, 5710.

--8635 has been rebuilt at Ogden and renumbered 1580.

--8137 has been rebuilt to 1246, and assigned to Toronto; 8152 to 1247, also to Toronto; 8149 to 1248, to Winnipeg; 8535 to 1581, to Coquitlam; 8497 to 1582, to Coquitlam; 8671 to 1583, and 8526 to 1584, to Medicine Hat, Alta; 8168 to 1249; 8533 to 1585; 8787 to 1826; 8779 to 1822; 8788 to 1823.

Units in Storage--6517, 7042, unserviceable, Winnipeg; 6606, unserviceable, Thunder Bay; 6529, 6612, serviceable at St. Luc; 7019, 7106, unserviceable at Winnipeg.

--B&O 3728, Winnipeg, B&O 3703, Toronto, stored unserviceable.

--CP plans to rebuild the following GP9's in 1985: 8520, 8523, 8536, 8543, 8611, 8613, 8644, 8646, 8660, 8661, 8670, 8675, 8682, 8687, 8690, 8699, 8803, 8805, 8807, 8808, 8815, 8818, 8839.

--For some as yet unknown reason, steam crane 414325, idler 402109, and water tender 415815, which had been reported as being sent to Ogden for immediate scrapping, will be held until further notice. Hopefully preservation is on the horizon.



Transfers--Moncton to Montreal: 3686, 3690, 3691, 3698, 3703, 3737.

MacMillan Yard, Toronto, to Pr. George, B.C.: 9641, 9653, 9656; Taschereau (Montreal) to MacMillan: 9430-32; Calder to Pr. George: 5171-79; Calder to Pr. Rupert: 4215; Saskatoon to Symington: 404, 457.

Retirements--70-tonner 30 was repainted in CN red and black before shipment to the CRHA Museum, Delson, Que.

--3715, 7150, 7605, 8045, 8063.

Rebuildings--GP35's 9300, 9301 will be rebuilt to medium horsepower roadswitchers, probably with different numbers.

--4526 to 4028; 4456 to 4029; 4527 to 4030; 4509 to 4031; 4517 to 4032; 4244 to 4102; 4295 to 4103; 4126 to 4105; 4123 to 4107; 4122 to 4106.

Units Stored Serviceable--at Moncton: 22, 3618, 3625, 3631, 3632, 3636, 3638, 3656, 3659, 3661, 3669, 3671, 3673, 3674, 3677, 3682, 3686, 3830, 3832, 3833, 3838-40; at Taschereau: 13, 3687, 3690, 3693, 3698, 3703, 3713, 3721, 3732, 3735, 4211, 4223, 8050, 8191; at London East: 8179, 8229, 8232, 4512, 4514; at Senneterre: 4467, 4578; at Symington: 4324; at Calder: 4283, 4339.

Units Stored Unserviceable: 1327 at Port Aux Basques; at Moncton: 1762, 3617, 3647, 3649, 3650, 3653, 3657, 3666.

Misc.--Five SD50AF's, nos. 5400-03, class GF-638a, have been ordered from GMD; a separate order for another 25 units (SD50F's) has also been placed, to carry nos. 5404-28, class GP636a (see DDGM order listings, October issue).

--CN and CP operated a display train across the country during the last week of October and into November; it was hauled by a CN SD40 and a CP SD40, and included business cars and 50 freight cars, but no caboose.

Units Approved For Scrapping--B103, 1961, 1965, 6576, 7023, 7044, 7077, 7083, 7092, 8570.

Transfers, etc.--All SD40-2's have been transferred from Toronto to Winnipeg.

--7039, Moose Jaw to Winnipeg.

--5572-83, 5585, 5587, 5589-5597, 5599, 5600-05, Alyth to Winnipeg.

--SW900 7212 has been sold to Ontario Paper Co., Thorold.

--7077 now at St. Luc (see also list above) will probably go to the CRHA Museum, Delson, Que.

--Ex-VIA "F" units 1418 and 1424 have been moved to Ogden for repainting into their original colours and then will be sold to the City of Medicine Hat, Alta. for display (how about fan-trips?--JDT).

Motive Power of Other Railways--ACR 140 is in storage at Sault Ste. Marie with main generator problems; it will be repaired only in the event of an upturn in business.

--BCR RS-18 606 has been retired; ex-Reding RDC-1's 9155, 9156, 9160 have entered service as BCR 20, BCR 21, BCR 22.

CP INVENTORY CHANGES (DELETIONS)

Unit		Year Built	Unit		Year Built	Unit		Year Built
RC 1007	Robot	1971	RC 1008	Robot	1971	RC 1009	Robot	1972
RC 1010	"	1972	RC 1013	"	1973	RC 1016	"	1973

All retired at Ogden, May 28, 1984.

--On Aug. 2 CP Rail gondola 340982 left Ogden Shops loaded with five steam generators (serial nos. SG 107, SG 118, SG 131, SG 171 and SG 197) removed from VIA units 1410, 1898 and 1899, scrapped at Ogden (note: 1898 and 1899 were E8A's, formerly CP Rail 1800 and 1802 and, together



UCRS and other events and activities

by Ed Campbell

The Society's Annual Banquet, held in the Chelsea Inn in Toronto, was a great success. After a sumptuous steak dinner the 61 members and friends who were present enjoyed an outstanding presentation of slides and movies taken in China in 1983, together with appropriate background music and train sounds. The presentation was by Dave Smith, a Professor of Geography at the State University of New York at Buffalo, and a Past President of the Buffalo Chapter of the National Railway Historical Society. Much nostalgia was felt as 2-10-2's roared down double track of welded rail on concrete ties as shown in colour movies. The slides showed a variety of steam locomotives still in use in China, where they are still building about 350 of the 2-10-2's per year. The Chinese nevertheless plan eventually to switch over to diesel and electric motive power and many varieties of these were also shown, with many of these having been built in Germany, France, the U.S.A., etc. During Prof. Smith's trip (made with five others) he was free, in almost every case, to photograph equipment, bridges and stations, and much detail was shown in the construction of the 2-10-2's mentioned above. He visited cities from north-east China to the Central Region. The immaculate condition of the rights-of-way was amazing. Much of the rolling stock shown was produced in China.

Streetcars were also featured, most of them constructed in China. Automobiles are scarce in China, so the trains and transit cars are often packed full, very much so in the case of the streetcars. Intercity highways are almost non-existent, so buses are not seen in the rural areas, but trolley and diesel buses are used in the cities. Because of the lack of highways all commerce takes the train, with movements often running 20 minutes apart in busy areas of the country. If you are a serious steam buff and can afford it (the trip is not cheap) China is an excellent place to go, as Prof. Smith told us. It was a great show and will be long remembered.

--The Society is planning several trips for next year. Costs are at present being worked out. It is hoped that further information can be given soon.

--The UCRS wishes to thank Delaware and Rutland Model Railroad Club members Dave Bailey, Andrew Keller, Peter Oram and Ellie Stern who assisted at CN 6213 during the CNE.

Friday, Nov. 16--Regular UCRS Toronto meeting at 8 p.m. in the 6th floor auditorium of the Education Centre at the corner of College and McCaul Streets. Doors open at 7:30 p.m. for gettogether before the meeting. The well known historian Mike Filey will give an illustrated talk on local railway and transit scenes around the turn of the century. Do not miss this meeting!

Saturday, Nov. 17/Sunday, Nov. 18--Lake Simcoe Model Railroad Show, Barrie Central Collegiate, admission \$2.

Saturday, Nov. 17 and Saturday, Dec. 22--The UCRS store will be open from 12 noon until 4 p.m. The store is located in the basement of the CN station on the north side of St. Clair Ave. West, just west of Caledonia Road.

Friday, Nov. 23--The regular UCRS Hamilton Chapter meeting will be held at 8 p.m. in the CNR Hamilton station. Chapter programs regularly feature members' 35mm slides--why not take some current ones to Hamilton?

Thursday, Dec. 13--CRHA Toronto and York Chapter meeting at Harbourfront, 235 Queen's Quay West, Brigantine Room. John Fleck will show movies of British Rail.

Friday, Dec. 14--Ontario Society of HO Model Engineers meeting in Rosedale Presbyterian Church, corner of Mt. Pleasant Rd. and South Dr., Toronto, 7:30 p.m.

Friday, Dec. 21--Regular UCRS Toronto meeting in the 6th floor auditorium of the Education Centre at the corner of College and McCaul Sts. Doors open at 7:30 p.m. for 8 p.m. sharp meeting start. Pat Scrimgeour will show rare and unusual railway scenes taken around Toronto in recent years.

with mate 1801, scrapped following a grade crossing accident some 10-15 years ago, comprised the only "E" units ever purchased by a Canadian railway. They were built by EMD in 1949 for the Montreal-Wells River passenger service. After about 1960 they spent most of the rest of their careers on Montreal-Ottawa, Montreal-Quebec City passenger trains, as well as the Montreal-St. John ATLANTIC LIMITED.).

--Sperry Rail Service car 119 was damaged in a grade crossing accident at Carberry, Manitoba when it was struck by a truck carrying potatoes. The car was not derailed but it suffered some damage to the rear half. The truck driver was killed.

--The following three CN wooden cabooses have been retired: 78881, 78939, 79034.

--At the Salem and Hillsborough R.R. in New Brunswick, the following ex-VIA, ex-CN sleepers have been bought and are being used for "bed and breakfast" accommodation: MARGAREE RIVER, RESTIGOUCHE RIVER, PETITCODIAC RIVER, RIVIERE DU LOUP, RIVIERE AU RENARD, RIDEAU RIVER. Meanwhile, S&H's ex-CN Colonist sleeper 2737 and coach 5229 have been repainted in New Brunswick Bicentennial colours of Burgundy cream with blue and green trim and lettering.

--National Harbour's Board MP15AC's 8403 and 8404 arrived at Montreal on Sept. 18 from GMD; 8405 and 8406 were ready to be shipped in October. Meanwhile, NHB 44-tonner D-1 has been sold to Marine Industries, Sorel, Que. D-8 has gone to Stelco, Contrecoeur, Que., while 1005, 1006 to Marine Industries, Sorel, Que. D-2 has been renumbered to D-9.

--In Sandy Worthen's article on Montreal commuter services (October 1984 NEWSLETTER), he forgot that the MUCTC also bought CP FP7A 4040, which is now renumbered 1306.

--Bruce Chapman

--On Thursday, Oct. 11, CN F7Bu 9198 was the second unit of a three engine consist on VIA Train 72. The 9198 was bracketed by an LRC and a VIA F9B. --Mike Lindsay

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--The Canadian Transport Commission has authorized VIA Rail to increase the speed limit to 93 m.p.h. between Brockville and Ottawa, provided that tamper-proof switch locks are fitted. These are expected to be available in a few weeks which means that VIA can try to achieve the advertised four hour Toronto-Ottawa service. VIA has spent \$38 million over the past two years on the upgrading of (someone else's) Brockville-Ottawa trackage in order to permit the faster service. The concern over tamper-proof locks has been a direct result of the June 1984 accident in Nepean when a train was diverted into a siding to collide with freight cars, injuring 33 passengers.

Unfortunately, the delay in the CTC authorization has meant that the service speed-up will be introduced in the middle of an air fare battle. City Express, using 48-seat De Havilland Dash 7 and 19-seat Saunders ST-27 aircraft have cut the one-way fare to \$69 with some off-peak flights at \$49 (Air Canada charges \$113), including shuttle buses between the Royal York Hotel and Toronto Island Airport, and between Ottawa International Airport and the Westin Hotel. Nordair has matched the \$69 fare and Air Canada's reaction is awaited. I travelled from Toronto to Ottawa by Dash 7 on Thanksgiving Day (Train 46 had been sold out for several days). The flight itself was quite pleasant but fog and other delays made us one hour late. This means that, to save 1½ hours over the bus trip, I paid a premium of \$40. By contrast, return fare on VIA from Toronto to Ottawa is \$74, with a \$55 fare applying if passengers leave any day other than Friday and return within seven days. The regular return fare by bus (Voyageur Colonial) is \$62.40, with a discount fare of \$48.30 available on the same no-Friday-departure / seven-day-return conditions applicable to VIA's reduced fare. The Ottawa-Toronto bus trip takes about 4½ hours, although buses often make the trip in less time. VIA at present has only a 5% share of the trips made by all modes of transportation between the two cities.

--Steam trips between Ottawa and Wakefield (locomotive 1201) ended on Oct. 15 amid local speculation that they may not resume, as the CTC will rule later this year on the renewed application by CP Rail to abandon the Ottawa-Wakefield-Maniwaki line.

BROCKVILLE TUNNEL RESTORATION TO FEATURE LOCOMOTIVE--As tunnel restoration and waterfront redevelopment in Brockville continues, City Council has established a committee to investigate obtaining a steam locomotive and rolling stock. Plans call for positioning the engine in front of the old tunnel and using retired coaches or baggage cars as display buildings to illustrate the history of the railroads in the community. Last year the community was offered retired CP Rail S-3 6591, but local officials feel that a steam locomotive would be more attractive. They have talked to the CRHA at St. Constant, Quebec but all that has been offered is E.B. Eddy steam engine No. 2, an 0-4-0 tank engine (MLW 1926, serial no. 65429) which is rather diminutive and not historically significant to the area. Brockville's Parks Department estimates that it would cost about \$8500 to move the S-3 from Smiths Falls to the park, with an additional \$3000 to \$5000 needed for restoration. As far as the E.B. Eddy loco is concerned, the move from St. Constant would cost circa \$4000 with roughly the same amount for restoration. The estimate for moving the S-3 seems rather high, as most of the trip can be made very easily by rail as far as the north portal of the tunnel. Council is expected to make a decision in November. --Mike Lindsay

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