

LIVE CONSTRUCTION @ CARLTONIA
NANTICOKE P 14.



Newsletter

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It's Sunday, May 1, 1960, and storming out of Toronto Union Station is "The Tripleheader", with CPR 4-4-0 136 leading 4-6-0's 815 and 1057 hauling 14 cars and 1100 people as they begin their "Sentimental Journey" to Orangeville. This superb scene of steam & steel is by Dick George.

UPPER CANADA RAILWAY SOCIETY
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PLEASE NOTE--The Toronto meeting of the U.C.R.S. will be held on the fourth Friday, May 23rd, at the Strollers' Club, 92 Adelaide St. West commencing at 8 P.M. (doors open at 7 P.M.). The program will consist of an illustrated talk by member Ted Wikson on the Metropolitan Division of the Toronto and York Radial Railway, later the T.T.C. Lake Simcoe Line.

The May meeting of the Hamilton Chapter will be held on the fifth Friday, May 30th, in the CN James Street Station. Bring your 35 mm. slides to show at the meeting.

NOTE FROM THE EDITOR - One of our members, Mr. Jurgen Niemietz, has written suggesting that the Newsletter would arrive in member's letter slots in better condition if mailed in an envelope. The question of mailing format received careful consideration at the time that the revival of the Newsletter was being discussed. The Editors decided to opt for the folded format, without an envelope, in order that there could be maximum content having in mind weight vs. postal rates on first class mail. It was noted the many other railfan organizations mail their publications this way. An envelope represents weight, additional cost in itself, and generally has no further purpose to the recipient. The conclusion was reached, rightly or wrongly, that most members would rather see Newsletter costs devoted as far as possible to the "shipment" rather than having some of them dissipated on a "container". There is some possibility that the Post Office will bring down a ruling that all first class mailings must be in an envelope--that bridge will have to be crossed if we come to it. In the meantime, it is hoped that members will understand the rationale for the present policy.

- GO Transit recently opened its new station at Burlington, Ontario. This facility is located on Fairview Street, between Brant Street and Guelph Line. It is used by the two GO trains (eastbound in the A.M. rush, westbound in the P.M. rush) which operate between Toronto Union Station and the C.N.R. Hamilton (James Street) Station. These trains formerly used the old CN Brant Street station in Burlington, which is still used by VIA intercity trains. The Fairview St. facility is also a port of call for GO buses. It boasts a 530-car parking lot and design-wise is similar to other new stations which TATO has erected along the Lakeshore line in recent years, replacing the original rather rudimentary facilities.

THE VINTAGE LOCOMOTIVE SOCIETY INC.

The VLS, operator of the Prairie Dog Central, has forwarded historical data which it has obtained on the subject of its two former Algoma Central heavy-weight coaches (see Newsletter 365).

- Prairie Dog Central 101 (previously ACR 408) was built by Pullman in 1910, Lot 3726, Plan 2445, as one of an order for 40 coaches by the Denver and Rio Grande for use both by itself and the Western Pacific. The car was delivered to the WP as #334, then transferred to the D&RGW on December 18, 1923, and was renumbered as the latter's 946 in January, 1924. On February 20, 1936 it was renumbered D&RGW 954. The car was sold to the Algoma Central and Hudson Bay in July, 1949.
- Prairie Dog Central 102 (previously ACR 409) has the same builder's data as 101, was one of the same group of 40 cars, and was also originally assigned to the WP, as its 313. It was transferred prior to April, 1916 to become D&RG 918. It was renumbered D&RGW 951 on February 20, 1936. The car was sold to the AC&HB in August, 1949. The VLS has also advised that it has received a grant of \$8400 from the Winnipeg Foundation to offset its purchase of these cars and of four spare 4-wheel trucks.

It is to be noted that these cars are not identical to ACR coach 402, pictured on Page 11 of Newsletter 365. PDC 101 and 102 have the original operable windows; cars 402 and 405 (and possibly others) were modernized by the installation of thermopane picture windows with alternate window posts removed. Three of these 80-seat coaches, ACR 404, 406 and 407, were sold in 1976 to Michigan's defunct Boyne Valley Railroad for tourist operation. Also sold were non-revenue coaches 306 and 10630, the latter of wood construction. (Information in this paragraph from R.L. Kennedy)

ASSOCIATION OF RAILWAY MUSEUMS CONVENTION - The annual convention of the Association of Railway Museums will be held from October 11 to 13 (Canadian Thanksgiving) at the Branford Trolley Museum near New Haven, Connecticut. The convention headquarters will be the Sheraton Park Plaza Hotel in downtown New Haven, a short distance from the Amtrak station. New Haven is served by 38 daily Amtrak trains, including the Montrealer; there is hourly Conrail service to and from New York City.

Branford is one of the oldest and largest trolley museums in the U.S. Many specimens from their large collection, which includes T.T.C. and Montreal Tramways Co. cars, will be operating. Workshop sessions for museum members on track, signals, car restoration, etc. will also be offered. Convention goers will have a chance to see how cars are restored in the museum's well equipped shop. Branford is also arranging tours to the nearby Valley Railway, a steam tourist line at Essex, Connecticut (see February 1980 TRAINS), and the Warehouse Point Trolley Museum near Hartford. For the family, a variety of shopping and cultural activities are also available in New Haven.

For further information write Branford Electric Railway--A.R.M. Convention Committee, P.O. Box 2457, Short Beach, Connecticut, U.S.A. 06405.

- The British Columbia Railway has purchased six Locotrol remote cars and six sets of Locotrol master equipment from the Burlington Northern.

- A space shortage has caused Part 3 of R.L. Kennedy's CP RAIL DIESELIZATION - PAST AND PRESENT to be delayed until the June issue.



THE TRIPLEHEADER - ITS 20th ANNIVERSARY

as told to the Newsletter
by Raymond L. Kennedy

It is a little hard to believe, but it has actually been twenty years since that Spring day, Sunday, May 1st 1960, when the now legendary Special passenger train named "Sentimental Journey", and more commonly referred to as "The Tripleheader", ran on the Canadian Pacific Railway from Toronto to Orangeville, Ontario and return. Probably no one who rode upon or saw that excursion train will ever forget it as history was made that day. While most other excursions are soon forgotten this one is still being talked about and fondly remembered twenty years later! Let's look back on that event to see why its memory endures so strongly.

When it became obvious that steam locomotive operation on Canada's railways would soon be coming to an end, plans were made months ahead (from an inspiration in August of 1959) to operate a final farewell train ride. This was to be unlike any previous excursion train, something that would stand for all time. There was never any question as to which railway would be selected for this signal honour; it would be the C.P.R. because the event was being planned by Raymond L. Kennedy, then an 18-year old employee in the Operating Department of the C.P.R. and a third generation railroader. It was planned, promoted and organized single-handedly (under the name of Railfans Unlimited) through months of devoted work. Truly a labour of love went into creating an event to be remembered forever.

A decision was made to use old hand-fired steam locomotives rather than more modern stoker-fired engines, in keeping with the flavour of the event. The scenic branch line to Orangeville (itself an old railway town) was chosen and the modest bridges enroute further limited the choice of engines. Fortunately dieselization had left many smaller steam locomotives to work the branches and other trains, while the diesels were assigned where they could be utilized to the maximum. Among the few serviceable engines that remained were several old D10 class 4-6-0's that had for years been used on branch lines (and main lines) hauling way freights and mixed trains, switching yards, and performing other local work all across Canada. These versatile and well liked engines were very capable performers, and their use on the Special would be significant. Still capable of 60 m.p.h. running, they turned in a good effort right to the last. Two engines, of different appearance, were chosen: 1057, built in 1912 and 815, built in 1908. The 815 still had its old style headlight atop the smokebox while 1057 had the newer style Pyle National headlight in the centre of the smokebox door. The 815 was equipped with a square cut-down tender for ease of vision in backing movements; it had for years worked in yard service and, as was standard with many old switchers, was equipped with a fire hose (red box under tender) and a large rear headlight. Now 815 was to get one last chance at a main line run, and a passenger run at that. Alas, this proved fatal for the old locomotive, the strain being too much for the boiler. The 815 consumed water at an alarming rate, taking on large quantities at every tank enroute. Bravely it soldiered on, never faltering on the trip; but the damage

was done. The boiler had been badly burned by low water, and the boiler-maker condemned 815 immediately afterwards; it would never run again. What a way to bow out, in a blaze of glory, proudly doing what the engine was designed to do right to the end! But we are getting ahead of our story.

From an obscure branch line in New Brunswick, with light rail, little traffic and a frail bridge, came the feature engine, 136. It was one of three tiny ancient 4-4-0's kept solely to work this branch hauling a mixed train. One by one they finally dropped out of service, both 29 built in 1887 and 144 built in 1886 (both built by C.P.R. in its old De Lorimier works, the predecessor of Angus Shops). The oldest of all, 136, built in 1883 by the famous Rogers Locomotive Works, remained. It was at the time 77 years old, and its serviceable period would expire just six days after the trip. A preferable later date for the trip was just not possible. The last 4-4-0 on a common carrier railway was about to make its last run.

Rolling stock remained to be selected for the train and this too was to have some significance. A modern lightweight baggage car was required to provide power for tape recorders, so it was blended into the consist with several matching lightweight air-conditioned coaches. Later some of these were substituted for by older higher seating capacity coaches until only two of the newer ones remained. Then came several old heavyweight 6-wheel trucked coaches so common to the older days, plus a diner.

In that diner was the finest in C.P.R. tradition with fine linens, silverware and service. A special menu offered a selection of four full course meals: Roast Beef au jus, Curried Chicken with Rice, Baked Canadian Ham, and Poached Gaspé Salmon, complete with desserts and beverage and all for a mere \$3.25! Just try finding that anywhere to-day, let alone in a railway dining car.

Finally, the system was searched for ancient wooden coaches; three were found and brought to Toronto just for the Special, to add a real touch of old time railroading (one was a spare and not used). True antiques, they had to be placed on the rear of the train, and, while the two modern coaches were not switched around to the head end for the return trip, the wood cars had to be switched to keep them on the rear of the train for safety reasons. An even older wooden combine with gas lights (just the sort of thing used on mixed trains) was also brought to Toronto but its decrepit condition prevented its use on the Tripleheader. (It was, however operated on the previous day with 136 and 815, along with some old coaches, on a short excursion train from Toronto to Cooksville and Return.) The train now totalled an unheard of 14 cars, but even this consist was not enough to handle the great number of people wanting to take the trip. A second dining car and several more coaches were inquired about as hundreds of passengers were being turned away. The train was entirely sold out weeks in advance, again something unheard of prior to this. Nothing more could be added to the train, however, for, despite its three locomotives, the long heavy train might well have been unable to make the steep hill and sharp curves on the controlling grade between Forks of Credit and Cataract if even one more car were to be chanced.

All three engines were cleaned and painted like new inside and out, equipped with new white canvas curtains and trimmed in "passenger special" paint detail. The insides of the bells were painted red and even clean new bell ropes were applied. White tires of course and

polished rods, plus other little touches of paint work not normally bothered with were all carefully looked after. Valve handles everywhere were painted red, while armoured electrical cables to the headlights and classification lights were painted silver. Fresh black paint had to be hand-filed off cab fittings as brass everywhere was to be shined to its brightest! The best of "C.P.R. Standard" was still able to be proudly displayed for all to see.

The Winter of 1959-1960 saw the last runs of steam locomotives on the C.P.R. as Lambton roundhouse in Toronto wound down operations to a trickle, dispatching only a few steam engines in the months following December 1959. Port McNicoll still held on with three old 2-8-0's working from Midland to Orillia, making this the last all-steam branch in Canada. Finally, on April 30th, 1960, 3722 made an uncelebrated trip to Orillia and back, and 3632 operated to Midland and return.

These were some of the very last steam hauled revenue freight train runs anywhere and occurred on the day before the Tripleheader was scheduled to operate. The stage was thus set and all was finally in readiness. Toronto Union Station was crowded with hundreds of additional people who had come from near, far and very far to ride this Special train. The event was promoted as for the general public, and people from all walks of life came to join the many railfans until 1100 persons had boarded the train to take their "Sentimental Journey". The fare was \$5.00 adult (now people are talking about \$50.00 for future special trains).

The crowds of sightseers began in earnest as close as West Toronto depot, where auto traffic plugged the five-way intersection causing three police officers trying to control traffic to throw up their hands in despair and walk away. This continued as thousands flocked to the right-of-way everywhere to see the Special as it passed. Continuing along the Galt Subdivision main line, the train made a stop at Streetville (junction with the Orangeville Sub.) to get fresh train orders and take on water. Here the troubles had already begun, for 815 took more than half a tank of water while 136 needed less than half despite having a tank of only 4000 gals. compared to 5000 on the D10's. (The rear of 136's tender displayed water capacity of 5000 gals. simply because there was no stencil at Lambton for 4000 gals.) Shortly afterwards, as the train proceeded up the branch, problems plagued the crew of 136 which was not used to such an old, light engine with its obsolete A-1 airbrake, Johnson Bar reverser, etc., things not seen in thirty years. It was a characteristic of light engines (including D4 class 400's) to plug their netting with excess cinders, particularly if worked too hard, due to the modest draft which they could develop; this factor, coupled with unfamiliarity and poor coal, presented the crew with problems. Photos showing billows of smoke falling away from the stack instead of blasting straight up showed how poor the draft was at times. There were some who said that 136 was mostly for show and blowing its whistle. While it is true that the mellow whistle echoed hauntingly off buildings and hillsides, 136 did indeed provide motive power to haul the train. An unscheduled stop was made just before Brampton station to shovel out cinders from the plugged smokebox. Remember the glowing red front at night? Proceeding on, a photo run and water stop were made at Inglewood, where the ancient octagonal all-enclosed wooden water tank refilled the tenders once again. A spectacular runpast was made at Forks of Credit as the train backed completely out of sight before returning to charge across the high trestle. Then the battle began; unable to get a run at the hill, all three engines had to work to their maximum to get the long and

heavy train around the very sharp S-curves and up the steep grade. It was here that 136 worked its "heart" out; without its help it is very doubtful that the train would have made it. If you doubt this, listen to "SENTIMENTAL JOURNEY", the LP record of the trip (it is still available and contains some of the most authentic steam sounds you will ever hear, so realistic that you will think you are right there in the cab). A steam-stop was made at Cataract to Register the train, but we don't remember if the water tank was used. Level land was soon reached and a fast run was made to Orangeville, arriving quite late. Orangeville station was decked out in Union Jacks (remember them?) and the Stars and Stripes (to welcome American passengers), while full dress civic welcome with a brass band and all the trimmings plus 1500 citizens awaited the passengers who had journeyed there on this very special train. The train was switched, engines coaled and watered, and a direct and uneventful return trip was made to Toronto. The three engines ran light from Union Station back to Lambton roundhouse and were put to bed.

EPILOGUE

Both 136 and 1057 were saved privately and were resurrected around 1971, running on a few special trains over the C.P.R. Unfortunately the C.P.R. lost interest in this rail enthusiast effort and stopped allowing the engines to be operated. They are presently stored with no place to run.

Steam locomotives continue to operate elsewhere in Canada and the U.S.A., on both Class I railroads and on "tourist" operations, attracting thousands of people. They still present astute railway management with an opportunity to gain much needed favourable publicity, letting passengers and onlookers to get to know the railway as people, not as just a faceless institution.



PCC SCRAPPINGS

The following is a listing of the 15 PCC cars authorized on November 27, 1979 for sale for scrap. These cars were cut up finally by scrapper B. Wortsman on the dates given:

4389	Jan. 21	4408	Mar. 20	4625	Mar. 18
4401	Jan. 23	4461	Feb. 25	4639	Mar. 24
4402	Apr. 2	4475	Feb. 19	4681	Jan. 30
4403	Feb. 7	4486	Feb. 20	4719	Jan. 25
4405	Feb. 21	4498	Feb. 8	4738	Mar. 17

CLRV STATUS SUMMARY: APRIL 9, 1980

- 89 cars on property (4000-4005, 4010-4076, 4085-4099, 4100).
- 28 cars accepted by TTC:
 - (6) 4000-4005 Sept. and Dec., 1978
 - (11) 4011-4020, 4022 Sept.-Oct., 1979
 - 11 others from Feb., 1980
- 24 cars assigned to Roncesvalles Division:
 - 23 available (4000, 4001, 4003-4005, 4011-4019, 4021, 4022, 4024, 4030, 4032, 4033, 4036, 4041, 4044)
 - 1 under repair at shops (4020)
- 1 car held by UTDC for retrofit or test (4002)
- 3 cars leased to MBTA (Boston) (4027, 4029, 4031)
- 61 cars delivered to and held by UTDC at St. Clair or Hillcrest:
 - (4010, 4023, 4025, 4026, 4028, 4034, 4035, 4037-4040, 4042, 4043, 4045-4076, 4085-4099, 4100) (of these, 4023, 4039, 4040, 4043, 4046 and 4047 in process to TTC at Hillcrest).



EDMONTON LRT LINE TO BE EXTENDED AT BOTH ENDS

Edmonton Transit is proceeding with extensions to its phenomenally successful LRT line. Work is continuing smoothly on extending the line approximately one mile from Belvedere, the existing outer terminal in northeast Edmonton, to the suburb of Clareview. The extension will be entirely at grade beside the C.N.R.

The subgrade is complete, ready for the installation of ballast, and the bases for the overhead support poles are finished. Three additional DuWag articulated LRV's arrived last August, and are now in operation. The station that will form the line's terminus will be built near the proposed Clareview town centre. The structure is intended to be temporary, although it could remain from 10 to 15 years pending the next line extension, depending upon the course of development in the area. The station will eventually be a part of the completed town centre, and direct access to shopping, schools and other community services is likely.

Meanwhile, Edmonton City Council has approved an immediate start on an underground extension, of about one mile in length, from the present downtown terminal (101 Street) westward under Jasper Avenue to 107 Street. This line would serve Provincial Government office buildings, among others. It would be the first stage in the extension of LRT to South Edmonton, across the CPR High Level Bridge. This structure was also used by ETS streetcars until 1951, and the supports for the tracks are still in place. At the moment there is some controversy as to the route to be followed by the LRV's after leaving the bridge. One possibility would be to have a junction at this point, with a branch heading west to 114 Street, turning south to end at about 63 Avenue, chiefly to serve the University of Alberta. Unfortunately, the University seems to be reluctant to have an LRT line crossing its campus.

The main line, under this proposal, would head east, parallel to the CPR, to the railway's existing South Edmonton Station. It would continue through the yards, following the CPR to the vicinity of 30 Avenue, then proceed easterly to the suburb of Mill Woods.

An alternative scheme is for a single line heading west from the High Level Bridge, then south along 114 Street (as per the University line in the first proposal), then swinging along 61 Avenue to 111 Street. It would follow 111 Street to the Southgate area, continue south to 30 Avenue, then east to the Mill Woods area. The proponents of this scheme contend that it would do a better job of serving the public as it would be located in areas of higher population density. On the other hand, a private developer has indicated plans for a massive development of commercial buildings and apartments along the first alignment.

--John D. Thompson

ETS Ordering more Trolley Coaches - Edmonton Transit has called tenders for 100 trolley coaches for 1981 delivery. Aside from Flyer Industries (builder of all of the second generation trolley coaches currently operating in Canada), several other Canadian and overseas manufacturers have been invited to bid. With delivery of these vehicles, the ETS fleet of TC's will comprise 137 units, an alltime high. This will give the system sufficient fleet capacity to operate all existing electrified routes fully with electrically powered vehicles (opera-



On Mar. 15, 1980, member Brian Nickle came across eight of the new G22W-AC Diesel locomotives recently built by General Motors Diesel Division, London, for the Egyptian Railways. Here the shrouded 3881 reposes in the CN's London East Yard before starting its journey halfway around the globe. See March 1980 Newsletter for further details.



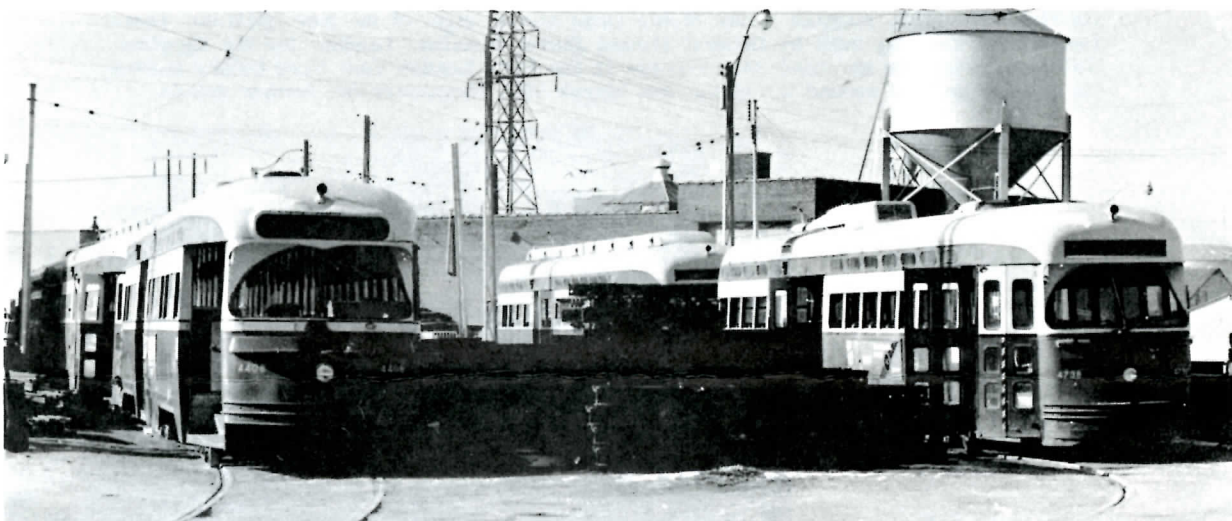
CNR Mogul 86 hurries northward with Train M337 (a mixed in theory if not in fact on Nov. 3, 1956) at Mile 5 on the Wiarton Sub., at Clavering, Ontario. Bob Sandusky photo.



Twenty-three years later (August 22, 1979) Bob returned to the same location for a final photo before the rails are lifted. The last train passed here in 1973, with abandonment becoming official on Mar. 1, 1980. See March Newsletter.



B.C. Hydro steeple cab electric locomotive 961 takes a rest from its switching chores in the Carroll St. freight yards. When this August 1966 view was recorded, 961 still had 4 years of service left in this last bastion of the once mighty B.C. Electric Ry. system.



A group of TTC PCC's - 4400, 4600 (ex-Cleveland) and 4700 (ex-Birmingham) series - await scrapping at Hillcrest Shops, Toronto, Feb. 29, 1980. The cars have been stripped of usable parts first, as PCC's will still be operating in Toronto for several years to come.



Photos this page by
JOHN D. THOMPSON

On a more cheerful note, here's a look at the CLRV assembly line at the Hawker-Siddeley plant, Thunder Bay, Ontario, in July, 1979. Today these very cars are rolling up miles in Toronto. A decade ago, who but the most optimistic of railfans would have thought we'd ever see new streetcars in our town? Nevertheless, the "impossible dream" has become blessed reality.

tions were partly dieselized, on a temporary basis, two years ago to permit retirement of all of the first generation fleet). In addition, there will be sufficient vehicles to extend some routes and to add new TC routes.

Plans call for extending Route 3 along 118 Avenue to 156 Street, then south to Jasper Park Terminal. Possibly Route 7, originally proposed as trolley but always diesel operated, could be converted by extending the existing Route 3 wires on 107 Avenue westerly.

VANCOUVER NEWS
by Robert D. Webster

In 1946 the British Columbia Electric Railway bought four Alco-built (August 1912) electric locomotives from the Oregon Electric Railway, having been its Nos. 21-24. Three of the units were placed in service as BCER 960 (22), 961 (21) and 962 (23), while 24 was scrapped for parts. The locomotives were used mainly on the District II trackage in the suburbs of Vancouver. After the overhead was taken down during the summer of 1958, 962 was scrapped (July, 1959) and the other two units were taken to the small Carroll Street freight yard in downtown Vancouver for service, replacing locomotive 981.

In 1961 the Provincial government bought out the BCER and the familiar red paint was replaced by the bright yellow of the B.C. Hydro and Power Authority. Up until October, 1970 Nos. 960 and 961 alternated on a monthly basis in the switching duties directly behind the former interurban station. When the yard trackage was rebuilt without overhead, the two locomotives were placed in storage.

In the spring of 1977 they were taken to a warehouse in Burnaby to be placed under cover until disposition could be finalized.

During the early weeks of 1980 rumours circulated to the effect that one of the locomotives was going to Edmonton for the ETS to use in the construction of its LRT extensions. The rumours were proven to have foundation when, in early March, No. 961 was rolled out in preparation for the trip. By March 13th, 961 had gone, to enter service for its third owner.

The Greater Vancouver Regional District has for a number of years been engaged in drawing up and finalizing plans for a number of LRT lines in and around Vancouver (see article in Newsletter 366). The principal problem has been the lack of financing available to the GVRD, and the Provincial Government, who has operated the B.C. Hydro transit system, has shown no interest in spending money on LRT. On April 1st, the Urban Transit Authority took over all transit operations; its finances are to come from a government subsidy, the fare box, a surcharge on electric power usage and a gasoline tax. Whether the Authority will be able to raise the necessary capital for LRT construction remains to be seen. In the meantime the B.C. government has given the plans a serious setback. The GVRD has recommended construction of a new combined railway-LRT-road bridge across the Fraser River linking New Westminster and Surrey just east of the present cement bridges, at a cost of about \$100 million. In early March the Province announced that the new bridge would be built, without rails, several miles to the west (at a cost of \$130 million). A few bus lines would be able to operate on the new bridge, taking some of the rush hour pressure off the two present bridges. However, it would seem that the LRT plans are now in effect set back to 1960 when the first plans for rapid transit were drawn up, two years after the last interurban ran.

- The light is seen in Moncton: City Council has abandoned a decades-old dream of moving the CN rail lines away from downtown after being told what it has known for some time: It is financially impossible. The city is now moving towards the only alternative: improving rail crossings at Main Street, St. George Street and Mountain Road in an effort to end the traffic tie-ups caused by long freight trains. The decision was made after Mayor Dennis Cochrane released the summary report of the Moncton Railway Relocation Study more than two years and \$55,000 after it began. The report concludes that it would cost an absolute minimum of \$86.2 million to relocate the CN lines and Via Rail passenger station north of the city. CN has been asked to participate in the new efforts and the city will now support the Via Rail proposal to enlarge its downtown passenger terminal. The city also wants the SMT bus lines and unidentified "others" to use the terminal. Firmly opposed to moving the terminal away from downtown, Via has been assembling a conceptual plan for its enlargement. A tri-level committee of federal, municipal and provincial officials who worked on the relocation study has met with CN about the new direction the city wants to take. CN is now looking at adjusting the main line by lowering it at one point and raising it at several others.

BUFFALO LRRT PROGRESS

The Niagara Frontier Transportation Authority has sought proposals from car builders for the approximately 30 units of rolling stock that will be required for the initial 6.4 mile route of its LRRT system. The deadline for the receipt of proposals was January 29th, and nine manufacturers had responded by that date, these being Boeing-Vertoe, Bombardier, Can Car Rail Inc., UTDC, Breda Costruzioni (Italy), Fiat Ferroviaria (Italy), Siemens Corp. (West Germany), Swiss Industrial Co. and Tokyu Car Corp. (Japan). The proposals are being evaluated by a special Vehicle Evaluation Committee which will classify them as "acceptable" or "unacceptable". The Authority will then advertise for competitive bids based on the acceptable proposals. The contract award is scheduled for the latter part of 1980, with delivery of the first cars in late 1982.

As of the first of March, 4.2 miles of the LRRT was officially under construction with five contracts awarded. Work commenced first on the 3.5 mile tunnel section comprising the northernmost portion of the line, extending from the University of Buffalo South Campus to Main and Balcom Streets. Four tunnel boring machines are carving out twin 18½ foot diameter tunnels through the rock encountered in this section. To the south of the tunnel section, 1.7 miles of subway are under construction by the cut and cover method; a portion of Main Street in the area between Ferry and Utica Streets has been surfaced with timber decking, beneath which utilities have been suspended while excavation continues below.

No work is as yet underway on the downtown surfact portion of the line. The artist's rendering appearing on Page 13 shows what the Huron Station may look like on the Main St. transit mall. Two surface station designs are under consideration; that illustrated would utilize platforms with end steps and, for the handicapped, ramp access. It would also provide continuous covered shelter. The floor of the platforms would be level with the floor of the LRV's, providing quick boarding and unloading; four of the six surface stations will be within the mall section. There will be 14 stations in total on this first line of what will ultimately be a much larger system. --NFTA



CP RailSTATUS OF BALDWIN DIESELS IN CANADA
by Ken Perry

The list of Baldwin built diesels in Canada stood at only seven units (three operative) in early February, with four of same being located on Vancouver Island. CPR DS4-4-1000 #7070 was working the road switcher assignment on the Esquimalt and Nanaimo Railway at Wellcox Yard (Nanaimo), while 7072, after having been recently transferred from Vancouver to the Port Alberni road switcher assignment, was moved on February 1st to Wellcox for forwarding to Vancouver as it was not in good condition for service at Port Alberni. (MLW S-3 6572 had been working the Port Alberni road switcher assignment since January 28th). The third engine was Crown Zellerbach's Vo-1000 # 7128, which serves the pulp mill complex at Duncan Bay, a few miles north of Campbell River; this ex-U.S. Army locomotive worked the log-haul to Ladysmith, also on Vancouver Island, from 1959 until transferred to the pulp mill in 1973.

The non-operating portion of Canada's Baldwin roster was spread across the country: 7067 was stored serviceable at Drake Street Roundhouse in Vancouver, not expected to operate again; the remains of 7075, which unit was retired in October, 1979 and extensively cannibalized before and after that date, were moved from Vancouver to Ogden Shop (Calgary) for scrapping, arriving at the latter point on January 22nd; former CP 7069 is privately owned and stored in the Toronto area, while CP DRS4-4-1000 #8000 was stored in the Province of Quebec for preservation.

Wye Construction at Caledonia Well Under Way-by Brian C. Nickle

On April 5, 1980 the construction of the wye track connection between Canadian National's Dunnville and Hagersville Subdivisions at Caledonia (see Newsletter 366 page 18 for further details) appeared to be well under way. The removal of several private homes from the new wye's path, the initial grading work, and the levelling of Orkney Street to allow for a level crossing with the new track were all completed, and the project looked ready for the ballast and track construction.



This wye track is being built to accommodate the extra traffic which will be generated by the Nanticoke Industrial Project. Trains will operate out of Hamilton to Brantford via Hamilton West and the Dundas Subdivision, then over the Dunnville Subdivision to the new wye at Caledonia, and onto the Hagersville Subdivision to Nanticoke. This will eliminate the need for these trains to operate over Ferguson Avenue in Hamilton, and up the stiff grade of the Niagara Escarpment on the Hagersville Subdivision.

Even with the new track construction and expected new traffic from Nanticoke, all of the news is not positive concerning train operations through Caledonia. On the negative side, through Fort Erie to Sarnia trains, such as 386 to 389, which formerly operated via the Dunnville Subdivision, have been diverted to the Grimbsy Subdivision through Hamilton and St. Catharines for several years now. The Dunnville Subdivision at present sees very little traffic, and has to be considered one of Ontario's redundant mainlines. In fact there are no operations at all between Caledonia and Dunnville, and the station in Caledonia is up for closure. Current train operations consist of train 535 out of Hamilton to Nanticoke, which also interchanges traffic with Conrail at Hagersville, and any new traffic generated by the Nanticoke Project will be a welcome improvement in this area.



Diesel Division
General Motors of Canada Limited

LOCOMOTIVE ORDER

by Don McQueen

Builder's Nos.	Order	Quantity	Model	Buyer	Road Nos.
A3875-A3904	C-426	30	SD40-2	CN	5324-5353

On April 19, 1980, several units of the above order were being tested on GMD's test track. Units on hand at the plant this day were 5327 to 5331, all nearing completion and delivery to the CNR.

--Brian C. Nickle

- The CPR will move 34 new MLW units to Mexico and 30 new SD40-2 GMD units to the Burlington Northern this coming summer; the railway has sent four SD40-2's (5737-5740) to the Norfolk and Western (Windsor-Fort Erie service) to pay off power loan debts for 62 days from March 5th--these units were taken to Wabash Transfer (St. Thomas) from Woodstock by CP Train 78 on the night of March 13th.

--Burt Van Rees

- On April 6 a Western Maryland GP40 made a rare appearance in St. Thomas on the C&O. That railway has operated B&O power through Canada over the past two years. The N&W has occasionally operated D&H units through St. Thomas.

--Burt Van Rees

- The Amtrak LRC train, which was ordered for service between Vancouver, Seattle and Portland, has been delayed by lengthy strikes at, firstly, Canadian General Electric, and subsequently at Montreal Locomotive Works. However, MLW has managed to get one trainset assembled and is giving it a real going over. On October 17th last the train was observed full of all sorts of test gear and recording instruments. The latest information is that the four Amtrak trainsets are to be used on the east coast, to speed up Boston-New Haven service. This will keep them closer to Montreal for servicing and the inevitable modifications once they enter revenue service. --Ron Cooper

- ONR FP7A units 1501, 1510, 1518 and 1519 have been rebuilt for TEE Train service, renumbered 1984 to 1987. Of the original 22 FP7A units on the ONR this leaves only 7 1500 series units in service; 9 units are in GO Transit service, and 1506 and 1516 have been retired due to wreck damage.

- ONR has sold its entire fleet of 100-ton open hoppers to the ACR and a Texas utility. Those running on the ACR have only the reporting marks changed, with the logo untouched. --Gary Zuters

GO Transit's monthly "take one" has reported that the renting of the system's locomotives to CN, CP and VIA on weekends has netted more than \$350,000 for the TATO A coffers over the last 15 months; also, the rental of 60 single level coaches to the MBTA has garnered \$625,000 from the commencement of the lease (September 1978) to the end of 1979. GO Transit fares were increased on April 1st, the fifth escalation since 1976. The Toronto to Oakville one-way fare increased from \$1.70 to \$1.85; a ticket to Richmond Hill is up from \$1.25 to \$1.40 and one to Georgetown now costs \$2.70 in lieu of \$2.55. TATO A's goal is to have fares cover 65% of operating costs, although passenger receipts cover only some 53% of such costs at the present time.

The GO system's original manager, W.T. Howard (most recently in charge of the upgrading of the GO concourse at Union Station and the rail approaches) has left to head up the new Miami office of the Urban Transportation Development Corporation.



VIA JOTTINGS

by Doug Page

- VIA Rail Canada has announced the start of operations for its new computerized reservations and automated ticketing system, called RESERVIA. Central reservation offices have been established in Moncton, Toronto and Winnipeg, where customers can call toll-free.
- Due to the late arrival of the LRC trains for VIA, caused by the six-month strike at Bombardier-MLW Ltd. of Montreal, VIA has been experiencing some equipment shortages on its trains. VIA officials have stated that they will have to borrow trains from GO Transit and cut service on less popular runs to meet demand on busier lines during public holiday peaks. Last year the service carried 6 million passengers throughout Canada and VIA predicts that it will carry 6% more passengers this year. The new LRC trains were ordered two years ago and the trains are still on factory production lines, more than a year away from delivery.
- About 350 passengers on VIA Rail's Ocean Ltd., bound for Montreal on March 17th, were delayed when the locomotive on the train slipped off the track and plowed into snowdrifts on the CN's main line.
- Amtrak's Washington-to-Montreal run, which was nearly eliminated last year, is now one of the system's most successful trains. The Montrealer, in terms of losses and density of use, is doing better than any other line in the system, say Amtrak officials. Despite a poor ski season, the number of riders on the Montrealer increased about 9 percent this past winter. Ridership was up 13.8 percent in October and 14.4 percent in November. The Carter administration recommended eliminating the Montrealer last year on the grounds that it was too costly considering the relatively low number of riders. The train was preserved after heavy lobbying by Vermont's congressional delegation and other state officials. Under guidelines adopted by Congress, the train's ridership will be reviewed in October, 1981 against the desirable standard of 150 passengers for each mile travelled.
- Amtrak has decided against rerouting the Lake Shore Limited through Canada from Buffalo to Detroit. A study has indicated that it would cost \$6.7 million to upgrade the existing track on the Canada Southern line through Ontario.
- The Sumitomo Corporation of Tokyo has been granted marketing rights to the steel wheel-linear induction motor urban transit system developed by the Urban Transportation Development Corporation Ltd. Under an agreement between the two companies, Sumitomo will conduct, on an exclusive basis, extensive efforts to market the Canadian-developed technology for sale and installation in Japan by way of a future license from UTDC. Sumitomo has first priority rights to joint ventures with UTDC in applications of the system in that country.
- The UCRS gratefully acknowledges the kind donation by member S.D. Rosamund of an interesting selection of steam negatives and of various issues of "Steam Locomotive and Railroad Tradition" and "Railroading" as well as a copy of Canadian National Magazine featuring the 1951 Royal Tour. The photographic material will be used in the Society's publications from time to time, while the magazines will be available in the Society's library.



AUTUMN IN ALTOONA

OCTOBER 11TH - 13TH 1980



The Upper Canada Railway Society presents a Thanksgiving Weekend tour to Altoona, Pennsylvania, leaving on Saturday October 11th. by chartered Greyhound coach equipped with air-conditioning and washroom.

We will be visiting the world-famous "Horseshoe Curve" on the Conrail mainline to the west, where the freight and passenger trains make a 250 degree turn around a sightseeing park. We will also be visiting and riding the East Broad Top steam railway and the Shade Gap electric trolley line. There will be additional visits to the Alleghenny Portage Railway Museum, the Cressen Pusher station (where the helper engine for the Horseshoe curve grade are cut off), and other Chessie and Conrail division points on the route.

The fare includes coach transportation, two nights accomodation and rides on both the steam and trolley lines. Meals are not included. As an added extra there are the spectacular fall colours of the Alleghenny Mountains.

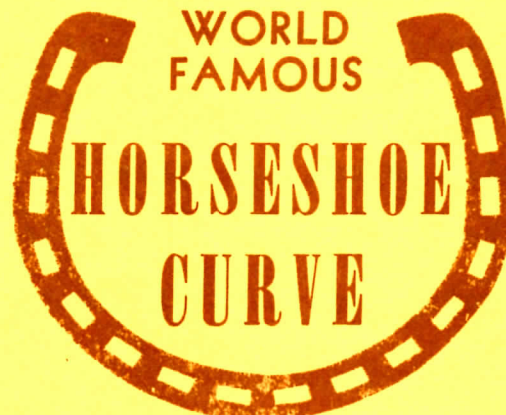
TICKETS

From the Upper Canada Railway Society,
Box 42, Station "D", Scarborough, Ont.
M1R 4Y7.

FARES

\$100.00 (based on double occupancy)
(for single hotel rooms add \$18.00)

IMPORTANT:- Passengers must be in possession of the neccessary documents for entry to the United States and re-entry to Canada. Neither the U.C.R.S. or the bus operator will be responsible for passengers not admitted to the U.S.



ALTOONA IN BLAIR CO. PA.

SCHEDULE

SATURDAY

Leave Union Station (West Entrance) 8.00 am.
Pick-up Sherway Gardens (Bus platform) 8.30 am.
Pick-up Burlington West Station 9.30 am.
Arrive Altoona, PA approx. 6.30 pm.

MONDAY

Return to Toronto and pick-up points
approx 8.30 pm.



Family Plans:- A Parents + 1 Child \$280.00 (save \$20)
B Parent + 2 Children \$280.00 (save \$20)
C Parents + 2 Children \$365.00 (save \$35)
(Children share hotel room with parents. If separate rooms are required for children, then adult rates apply)
Due to U.S. Immigration regulations, persons under the age of 18 must be accompanied by a parent.

AUTUMN EVENING AROUND THE CITY - - SEPTEMBER 13TH. 1980

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Join us for an evening jaunt around the city in one of the T.T.C. restored Peter Witt streetcars. Using 40 Year Old car #2424, the tour will depart York St. at Queen at 6.30pm. and carry us around the city on a four and a half hour tour using in part streets that normally do not see streetcar traffic. Rest and photographic stops will be made along the way. The fare for the chance to ride part of Toronto's past is \$11.50 for adults and \$8.00 for children.

SEE YOU AT THE CAR STOP

TICKET ORDERS

To: Upper Canada Railway Society
Box 42, Station "D", Scarborough,
Ontario. M1R 4Y7.

NAME Mr/Mrs/Miss _____

ADDRESS _____

TELEPHONE () _____

I wish to board the bus at _____

I wish to share a room with _____

Please send me the following tickets:-

___ Adult (Double occupancy) @\$100.00= \$ _____

___ Adult (Single occupancy) @\$118.00= \$ _____

Family Plan A @ \$280.00 = \$ _____

Family Plan B @ \$280.00 = \$ _____

Family Plan C @ \$365.00 = \$ _____

___ Adult Streetcar tour (Sept 13th.)= \$ _____

___ Child Streetcar tour (Sept 13th.)= \$ _____

Total = \$ _____

Certified cheques and money orders in Canadian Funds made payable to the Upper Canada Railway Society. Full payment only for streetcar tour, refunds at 80%. For Altoona, full payment or a non-refundable deposit of \$30.00 may be made with order. Balance due by August 1st. 1980. Refunds at 80% up to August 1st. After August 1st. 1980, NO REFUNDS.

TORONTO - HAVELOCK AUGUST 10th. 1980

Join us as we take a bus trip to Havelock with stops at old CN and CP stations along the way. Some of these buildings are very much on the danger list.

A lunch stop is scheduled at Lindsay with 90 minutes to wander around the parks of Peterborough before going on the Havelock where there will be 45 minutes to photograph this CP division point before boarding the train back to Toronto.

SCHEDULE

Depart Union Station (outside west entrance) 8.30 am.
Depart Leaside Station 8.50 am.
Depart Agincourt (By CP Stn. entrance) 9.20 am.
Depart Locust Hill (for Markham) 10.15 am.
Return to Toronto by 9.30 pm.

FARES

Adults\$18.50
Children (under 12 years)....\$14.00
Infants (not occupying seats)-
no charge.

To: The Upper Canada Railway Society,
Box 42, Station "D", Scarborough,
Ont. M1R 4Y7.

Name _____

Address _____

Telephone () _____

Cheques and money orders payable to the
Upper Canada Railway Society in Canadian
Funds. Refunds at 80%. No refunds on
Havelock trip after July 10th. 1980.

STREETCAR TOURS

SUNDAY JUNE 22nd. 1980

A last chance to ride the class A-13 streetcar. These were originally from the Birmingham, Alabama streetcar system and are in the process of being phased out by the TTC. These PCC cars were all sold to Toronto and are now at the point of extinction. Tour leaves Church and King Sts. at 10.30 am. and lasts for 5 hours. The itinerary includes rest and photographic stops.

FARE Adults.....\$11.00
Children.....\$ 8.00

SATURDAY AUGUST 9th. 1980

Once again the streets of Toronto will rumble with the sound of a Peter Witt streetcar as our 5 hour tour leaves McCaul loop (McCaul St. north of Queen inside the Village by the Grange shopping centre) at 10.30 am. Recently refurbished car #2766 will be used on this occasion. The route includes out of service trackage and has rest stops and photosessions in the schedule.

FARE Adults.....\$11.50
Children.....\$ 8.00

TICKET ORDERS

Please send me the following tickets:

_____ Adults to Havelock @\$18.50 =\$ _____
_____ Child to Havelock @\$14.00 =\$ _____
_____ Adults Streetcar (June22) =\$ _____
_____ Child Streetcar (June22) =\$ _____
_____ Adult Streetcar (Aug 9) =\$ _____
_____ Child Streetcar (Aug 9) =\$ _____

A STEP BACK INTO TIME

UPPER CANADA VILLAGE

JUNE 21st. 1980

Come take a train ride with us into the past as we take the train to Prescott, then Voyageur coaches to the historical Upper Canada Village. This re-creation of an early 19th. Century Ontario village is a learning experience for everyone from the young to the young at heart. Adjacent to the village is a miniature railway that operates close to the Brock memorial. Passengers meet at the clock inside Union Station at 8.30am. Return to Toronto will be at 10.30pm.

FARES +++++

The fare includes round - trip rail and bus transportation as well as admission to the village.

ADULTS \$39.95

CHILDREN (6 - 12 Yrs.) \$25.95

CHILDREN (2 - 6 Yrs.) \$24.95

INFANTS (not occupying seats)- no charge.

TICKETS

From the Upper Canada Railway Society,
Box 42, Station "D", Scarborough, Ont.
M1R 4Y7. Please use booking form
opposite.

Refunds at 80%. No refunds after June 1st. 1980

OPTIONAL VISIT

For those who wish and at no extra charge our bus will take passengers to the Inglewood Pottery Factory and to the Inglewood Park where ex-Grand Trunk engine #1008 is on display alongside the old station.

ORDER FORM

Name _____

Address _____

Telephone () _____

Please send me:-

___ Adult tickets @\$39.95 = \$ _____

___ Child tickets @\$25.95 = \$ _____

___ Child tickets @\$24.95 = \$ _____

If undelivered return to:
Upper Canada Railway Society,
Box 42, Station "D", Scarborough,
Ontario. M1R 4Y7.



FIRST CLASS MAIL



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FEED