

GO MILTON LINE



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UPPER CANADA RAILWAY SOCIETY
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Our Cover: For the first and likely only time, Southern and Norfolk & Western power moves a passenger train out of Toronto Union Station. It's the "Independence Ltd.", 16 SRY, N&W, and NRHS Roanoke Chapter sleepers, coaches, and diners, returning to Alexandria, Va. --John D. Thompson

Because of the absence of response to the note on the matter in Newsletter 366, a plea is again made for photos of the various types of CPR lightweight passenger equipment, including headend equipment. Please send any photos you may have of such equipment to Raymond L. Kennedy, P.O. Box 8, Station 'D', Toronto, Ont. M6P 3J5 (Phone (416) 241-9180). This plea is made in connection with an article now under preparation which is intended for publication by the Society.

Another gremlin, typo style, struck the July issue, Page Six: The first supplementary note in connection with the CP Rail Dieselization article should have read: Part 11 (Newsletter 366), Page Eight: Early 1945 S3 assignments: 7010-7014 Outremont (Montreal); 7015-7017 Winnipeg; 7018, 7019 Calgary; 7020-7024 Toronto.

Also, in connection with Part 111 of the article, an Ottawa reader notes the incorrect placement of St. Eugene in the Province of Quebec (Page Seven, June issue), this community actually being within Ontario. The derailment at this location on January 7, 1962, which resulted in the trade-in of CP units 8474, 1902 and 1910, occurred at a level crossing as the result of ice buildup in the flangeways.

--C. N. and C. P. Rail have both come out in opposition to the current plan to fill Toronto's "Harbourfront" park area (the site of, among other things CRHA Toronto and York Division's railway museum) with a development of commercial holdings and apartment houses. The objections are not predicated upon considerations of railway operation so much as upon the hope apparently still held by the two companies of building a massive development of their own on the site of the present Toronto yards. The fear is that buildings in Harbourfront would destroy the intended lake orientation of the railways' development. With impending energy shortages, it would seem that the yards are increasingly a proper place to maintain and intensify rail facilities, particularly for VIA and GO Transit equipment, to avoid lengthy deadhead runs for locomotives and car equipment from Union Station to remote storage and servicing locations, as well as for locomotives which perform central city switching duties.

STREETSVILLE-MILTON COMMUTER RAIL LINE**CP Rail**

The Canadian Transport Commission's 1972 TORONTO COMMUTER RAIL STUDY report identified four railway lines radiating from Metropolitan Toronto for which the Commission saw potential for the introduction of commuter service. One of these was the CPR Galt Subdivision, upon which it was proposed that a limited service (three trains per day each way Monday to Friday) operate from Union Station to Cooksville, Erindale, Streetsville and Milton. The proposal was provisionally adapted by the Province of Ontario, which was already operating the GO Transit Lakeshore route between Pickering and Oakville/Hamilton.

A 1975 review of the Galt Subdivision proposal by the Ministry of Transportation and Communications identified seven station locations: Kipling, Dixie, Cooksville, Erindale, Streetsville, Meadowvale and Milton. More recently the Province has again assessed the potential for commuter rail service in this corridor and has now concluded that the service is justified, not only for the same reasons that gave birth to the Lakeshore service in 1967, but also to provide relief to the heavy demand now being placed on the westerly portion of that service. The recent study has also concluded that, although service would be initiated on a "limited basis", the line is a likely candidate for later upgrading to full service. In any event the three trains a day each way schedule would be expanded to five trains a day each way about a year after inauguration of service.

The operation is expected to attract approximately 6000 passenger trips per day at the outset, with patronage increasing to between 10,000 and 15,000 per day within the first decade of operation. Some 2000 parking spaces will be provided at the six stations (other than Kipling) at the inception of service, and land has been or will be purchased such that this capacity can ultimately be doubled. The largest lots will be at Meadowvale (834 ultimate), Erindale (711 ultimate), Cooksville (1000 ultimate), and Dixie (876 ultimate).

Alterations to Rail Plant-Because of the heavy freight traffic on the Galt Sub., together with the fact that commuter and freight movements will tend to have coincident peaks on this line, extensive track and signal additions are required. Construction on certain aspects of these additions has been under way for some time, and heavy construction is being commenced during the current summer, with completion scheduled for the fall of 1981. The CPR Galt Sub. is a double track freight line which is maintained for a 50 M.P.H. operation. The existing rail on the line is 100 lb. section, and was laid between 1943 and 1953. The ballast comprises principally crushed limestone and gravel. This track is not satisfactory for the increased speeds and smooth riding qualities required for the commuter service.

The present ballast will be renewed with an approximate four-inch lift of crushed and compacted slag ballast. This operation will be carried out on both main tracks between Mile 1.1 in Toronto (Tecumseth St.) to Mile 31.75 (Main Street, Milton). Ties will be replaced to CP Rail's current main line track standards and renewed when required. All level road crossings that have not been recently renewed will be lifted and completely rebuilt with new 136 lb. rail, new ties and clean ballast. Where applicable, road grades will be adjusted to accomodate the requirements of a future third main track.

Upon completion of the reballasting, the existing 100 lb. rail will be replaced for the equivalent of one track from Mile 1.1 to Mile 31.75 with 136 lb. continuous welded rail. The rail replacement will occur on that track section that could be termed the "preferred" route for

commuter train operation. In conjunction with the rail replacement those switches that will remain in the modified plant will receive new 136 lb. rail components including new switch ties where required. Rail replacement was anticipated to commence in September, 1980, with completion in December.

Several existing crossovers will become redundant in the new track layout and will be removed. Existing crossovers have No. 13 turnouts, which have a permissible speed of 30 M.P.H. Where track speed permits, these will be replaced with No. 20 turnouts, which will allow movements at 45 M.P.H. New crossovers in the vicinity of stations and at other strategic locations will permit increased flexibility of operation and reduction of delays caused by conflicts between commuter and freight operations.

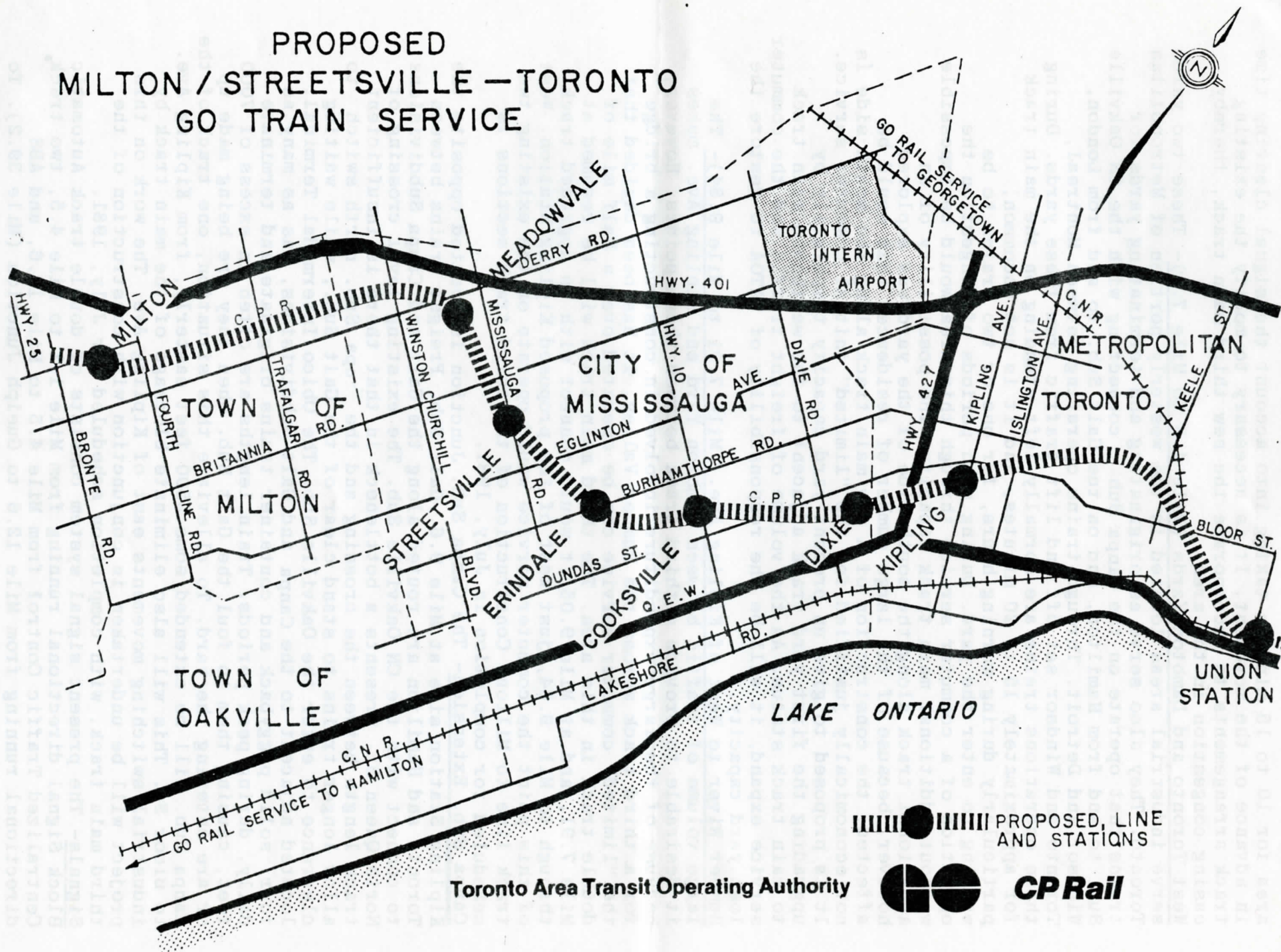
New Third Main Track- An additional main track is to be provided within those areas having the heaviest number of freight movements, principally between Tecumseth St., and just west of Kipling Ave. This will be achieved partly by the construction of entirely new trackage and partly by the upgrading of existing yard and service tracks. The third track will be constructed to first class main track standards and will form an integral part of the main line trackage. Although the GO trains would utilize portions of this track almost exclusively during peak commuter periods, it will not be considered as an exclusive commuter track. Instead, all three main tracks will be available to all types of trains depending on the route selection required. More details respecting track changes in specific areas are detailed in the following:

Parkdale Yard- The southern entrance into this yard is located approximately 1200 feet west of the junction of the Galt Sub. with the Toronto Terminals Ry. This yard serves as a collection and sorting yard for a large portion of the Western Canada traffic originating in the west end of the City of Toronto. The trains that handle this traffic originate at Toronto Yard; some of them travel along the North Toronto Sub. into West Toronto Yard and then make a reverse movement into Parkdale Yard, while others operate via Union Station into the south end of Parkdale Yard. Due to yard limitations the trains have to be assembled on the main track, which results in obstructing both main tracks for approximately three hours. The majority of these trains are assembled in the late evening or early morning except for the Pacific Auto Train which is made up between 0700 and 1000, during the A.M. commuter peak period. To provide an unrestricted route through Parkdale it will be necessary to construct a new main track between Mile 1.45 and Mile 2.4 (Queen St.). One of the existing main tracks will then be designated as a yard track, permitting switching operations to be carried on clear of GO train movements. Alterations will be made to the north entrance into the yard as well as reconstruction of the existing service track between Dundas and Queen Sts. to provide for a yard lead. The double track between Dundas St. and the TTR will be signalled to permit operation on both tracks in either direction.

Dundas St. to West Toronto (Mile 3.39 to Mile 4.24)- Starting at Dundas St., it is necessary to provide for a third main track through the West Toronto and Lambton Yards to the Humber River bridge at Mile 7.3. From Dundas St. to Dupont St. (West Toronto) to Mile 4.24 the existing service track will be upgraded to a main track.

West Toronto Diamond Area (Mile 4.24 to Mile 4.28)- There are approximately 100 train movements in the area of the West Toronto Diamond over a 24-hour period, and about 18 of these movements occur between 0700 and 0930 and between 1600 and 1830. The trains move at relatively slow speeds of from 10 M.P.H. to 25 M.P.H. and their lengths are often in excess of one mile; one train can block the entire

PROPOSED MILTON / STREETSVILLE — TORONTO GO TRAIN SERVICE



area for 10 to 15 minutes taking into account the signal clearing time in advance of the movement. It is necessary to modify the existing track arrangements to incorporate the new third main track, thereby easing congestion in the area.

West Toronto and Lambton Yards (Mile 4.8 to Mile 7.3)- These two yards serve industrial areas located in the westerly portion of Metropolitan Toronto. They also serve as originating and terminating yards for trains that operate on the Canpa Sub., connecting with the CN Oakville Sub. to and from Hamilton, and on the Galt Sub. to and from London, Windsor and Detroit. Through trains operating between Montreal, Toronto and Windsor set off and lift traffic from these yards. During these operations trains are normally left standing on the main track for approximately 15 to 20 minutes, and it is not uncommon, particularly during morning hours, for one or two trains to be waiting to enter the yard. During such periods of congestion the operation of a commuter service through this area would be impossible without additional main track capacity. The possibility of an additional track along the south side of the yard was explored; however, because of the large number of residences that would be affected, the construction of a new main track along the south side is not economically justified for the "limited" initial commuter service. It is proposed to give up present yard capacity temporarily by upgrading the first yard track adjacent to the westbound main track to main track status. As the volume of freight traffic and the commuter service expand, it will be the responsibility of TATO to restore the lost yard capacity.

Humber River to West of Kipling Ave. (Mile 7.91 to Mile 9.84)- The large volume of traffic between Lambton Yard and Kipling Ave. makes it desirable to provide a third track between these points. However, because of the large expenditure involved in constructing a bridge for a third track across the Humber Valley, it has been decided that the "limited" commuter service can be operated over a half mile of double track in this area. The third main track will be resumed at Mile 7.91, and at Mile 9.05 it would connect with an upgraded track through to Mile 9.84, just west of the proposed Kipling Station. West of this point the commuter service would operate on the existing two track line to Milton. Construction of the third track sections is scheduled for completion in July, 1981.

Canpa Sub. Extension- The Canpa Sub. Junction is located opposite the Kipling Station site at Mile 9.6, Galt Sub. Freight trains between Toronto and Hamilton are routed along the Galt and Canpa Subdivisions to connect with the CN Oakville Sub. The existing level crossing of North Queen St. presents a bottleneck in that there is insufficient track length between the crossing and the Canpa Sub. north switch to allow longer trains to stand clear of the Galt Sub., while waiting clearance to enter the Oakville Sub. The Obico Intermodal Terminal, located adjacent to the Canpa and Galt Subdivisions, has as many as four solid piggyback and container trains originate and terminate daily, during peak periods. Train lengths are often in excess of 7000 feet, causing them to foul the Galt Sub. when they are being made up or are entering the yard. To alleviate this situation, one track of the Canpa Sub. will be extended some 2500 feet easterly, from Kipling Ave. to Bloor St. This will also eliminate blockage of the main track by industrial switching movements east of Kipling Ave. The work on this project will be undertaken in conjunction with construction of the third main track, with completion scheduled for July, 1981.

Signals- The present signal system consists of double track Automatic Block Signal directional running from Mile 1.1 to Mile 4.5, two track Centralized Traffic Control from Mile 4.5 to Mile 12.6, and ABS directional running from Mile 12.6 to Guelph Junction (Mile 39.2). To

accommodate the commuter service, an entirely new CTC system will be installed from Mile 1.1 to Mile 38.8, to include all main tracks upon which the commuter trains will operate. The new system will consist of two-track CTC from Mile 1.1 to Mile 3.3, from Mile 7.3 to Mile 7.91 (Humber Bridge) and from Mile 9.84 to Mile 38.8, and three-track CTC from Mile 3.3 to Mile 7.3 and from Mile 7.91 to Mile 9.84. The new system has been designed to permit 80 M.P.H. operation of passenger trains, with powered crossovers situated between each station to enable trains to operate on both tracks in both directions. The new control locations will be placed in such manner as to permit future expansion of the rail plant without major alterations to the signal system. The installation of cab signals was considered but insufficient advantages were found to justify the additional costs involved.

The new CTC system will have two control consoles located in Union Station. This will allow consolidation of the remaining portion of the Toronto Terminals Railway CTC with the new system. One dispatcher will be able to control both systems during off-peak periods, with two dispatchers to be in attendance at the peaks.

Rolling Stock-Because of GO Transit's surplus of single level coaches, no passenger rolling stock will require to be purchased for the Streetsville-Milton service. However, plans are to acquire two additional Auxiliary Power Control Units for the operation. Details of these two pieces of equipment are not known at present, but \$1.5 million has been tentatively budgetted for them.

Costs-Capital cost for line and signal improvement, stations, passenger underpasses, parking lots and property acquisition is estimated at \$42.5 million (1977 dollars). A capital investment of this magnitude (not including the investment in the motive power and car equipment that will be used in the service) would seem to indicate that full service would be operated on the line within a fairly short span of time. The route will serve the fast growing areas north of the older lakeshore settlements, and the service should eventually have a larger developed catchment area than the Lakeshore West line unless the latter is extended westerly on a full service basis. Also, the Streetsville-Milton line's connection with the Bloor-Danforth Subway at the Kipling Stations of the respective facilities should make this GO Transit service useful to many western suburbanites having midtown and uptown destinations in Toronto. This will add versatility to the principally downtown oriented service, and the Kipling connection may be the catalyst which will cause through GO-TTC ticketing arrangements finally to become a reality.

The Editor expresses his appreciation to TATO A for the material upon which this article is based.



Edmonton transit

management is reviewing the pattern of feeder bus routes in the north-east portion of the city, as well as their schedules, with this review including the mailing of 15,000 questionnaires to residents of the area. Many of the returned questionnaires have contained complimentary remarks about the LRT service, with complaints focussed on the present transfer arrangements at Belvedere Station and service on the feeder bus routes. Construction is under way on improvements at Belvedere, the present north-easterly terminus of the rail line, consisting of extensions of the canopy over the station, the installation of doors at the south end to provide enclosed access, and the provision of two

The Clairview Extension of the ETS light rail line is scheduled for opening in April, 1981. In preparation for this addition the

27-foot by 12-foot platform shelters each capable of accomodating 30 intending passengers. The shelters will be warmed in the winter by ceiling heating units. Work is also under way at the west end of Central Station (101 St.) preparatory to the Jasper Avenue extension. This consists of the erection of a series of walls at the mezzanine and platform levels to act as noise and dust buffers against the construction area. A tunnel boring machine will carve out the twin tunnels of the extension from this point westerly to 107 Street. LRT service is projected to be operating to the latter point by early 1984.

● Restored ETS (Edmonton Radial Railway) street car No. 1 is to have a permanent operating home at Fort Edmonton Park, where it will be housed in a replica of an early ERR car barn, currently being constructed. It is hoped to operate the car over existing railway tracks at this location using an auxiliary diesel power unit; the longer range plan (with completion scheduled for the summer of 1985) would involve the construction of a separate trolley line, from Fox Drive to the Fort Edmonton Stadium and thence via 1920 Street and 1905 Street. Members of the Edmonton Radial Railway Society will be involved in the construction, operation and maintenance of this historical street car line which will provide an actual transit service for park visitors, replacing the operation of special ETS buses into the park. Members of this Society were responsible for the restoration of No. 1 and for its famed diesel powered operation over the High Level Bridge in October, 1979. Much of the Society's membership is common with that of the Rocky Mountain Division of the CRHA. A donation of between \$10,000 and \$20,000 is anticipated toward the construction of the car house as well as a quantity of obsolete machinery from the ETS and other sources.

--ETS "Transit News"



CALGARY TRANSIT

A fact well known to transit historians is that electric railways, in their early days, carried everything from the Royal Mail to occupied caskets. William Kuyt, Calgary Transportation Director, would like to see the CTS LRT line become a throwback to those days. He envisions combination freight and passenger LRT trains hauling customers' purchases from downtown stores, with freight in rolling containers pushed off the cars at suburban stations. This would have the advantage of keeping delivery trucks out of downtown. He would like to see the cars carrying mailboxes, where passengers could post letters enroute.

The Director realizes that the freight operation would require the line to be placed underground in the downtown area in order that containers could be loaded directly from the basements of the larger stores, which will not be possible for the first few years as the operation will be on the Seventh Ave. Transit Mall. However, he predicts that the line will require to be placed underground within 20 years, or when the fourth LRT line is built, which could be well within that time. A Calgary newspaper columnist, upon learning of the idea of hauling freight on the city's LRT system, wondered if the operation might ultimately become so profitable that frustrated commuters might find themselves sitting in sidings on passenger cars while freight-laden LRT trains roar by.

Algoma Central SD40's 182 and 185, which were damaged in the sabotage derailment at Mile 4 on May 14 (see August issue) are both back in service. The ACR has placed an order for six GP38's for June, 1981 delivery; these units will be used on the north end of the railway, between Hawk Junction and Hearst. The Sd40's do not go north of Hawk Junction because of track damage from their six-wheel trucks.

--Bruce Swanson



TORONTO RAIL 1980 - THE NATIONAL RAILWAY HISTORICAL SOCIETY ANNUAL CONVENTION IN TORONTO by John D. Thompson

For five exciting days during July, 1980, Toronto hosted the big railfan event of the year - the NRHS Annual Convention. Some 1,000 railfans from across the U.S., Canada, and as far away as Hawaii and Great Britain converged on the Queen City -- probably the largest single group of enthusiasts to visit the city. The convention was sponsored by the Buffalo Chapter, who also made the 1,001 necessary arrangements with transportation agencies, the Royal York Hotel (Convention Headquarters).

They rode and photographed everything from a 1906 interurban car to GO Transit's unique double decker cars. CNR's beautiful green and black Mountain, 6060, put on its final Eastern Canada performance on a pair of excursions, giving many fans their first and last look at the ultimate in CN steam. The TTC's sleek Canadian Light Rail Vehicles made an excellent impression on the visitors, symbolising the rebirth of what was once written off as a dying form of transportation.

A fair number of conventioners had been in Toronto the last time the NRHS Convention was held here -- Labour Day weekend, 1958. It, too, was held at the Royal York. At the 1980 Annual Banquet on Friday evening Buffalo Chapter President Al Kerr observed: "In 1958, we had steam; in 1980, we still have steam. In 1958, we rode TTC Peter Witts. This year, we're still riding them." At the 1958 convention, at a time when the curtain was about to be rung down on steam, and street car operations were disappearing in most cities, few fans could have predicted the happy turn of events in 1980. In fact, had the railways co-operated, the steam show this year could have been almost as spectacular as in 1958.

Many of the delegates brought their wives and children, and for them Toronto itself "a clean, modern, safe city" as the convention brochure extolled, was the star attraction. Those of us who live in Toronto probably take our city for granted--for many Americans, though, a city with a healthy, dynamic downtown core, with a myriad of shops. Although conventioners had been drifting into town since the weekend, the first sizeable group, some 275 people, arrived at Union Station at 7:00 A.M. Wednesday morning aboard the 'Independence Limited', a special train from Alexandria, Virginia. The special had been due at 10 P.M. the previous night, but suffered the nine-hour delay due to a variety of operating problems enroute.

The first event got underway at 1:00 Wednesday afternoon, when a special TTC subway train left Union Station northbound on the University-Spadina line, with 285 fans aboard. The cars used were the TTC's newest, H5 class 5804-7, with the distinctive experimental red and orange painted ends. The passengers rode the new (1978) Spadina Subway, which for its northern portion operates in the median of a limited access roadway. The chartered train operated into Wilson Carhouse, where the railfans were conducted on a tour by TTC personnel. They lost no time in photographing the work equipment stationed there, which included diesel locomotive RT18. The special then ran south to Union Station, north to Eglinton, reversed, and returned to Union.

While the subway tour was in progress, other delegates and their families were becoming acquainted with Toronto via a Gray Coach sight-seeing tour, followed by a harbour cruise. During the evening rush at Union Station, numerous railfans took up positions on Spadina Ave. bridge to capture the parade of Via and GO Transit trains, against the

backdrop of Toronto's dramatic skyline. The weather co-operated, with the sun shining brilliantly.

That evening, in the 18th floor Upper Canada Room of the Royal York, overlooking Union Station, a slide program about Toronto railroading was presented by Jim Brown, well-known Toronto railfan and GO Transit's Commuter Operations Manager. Jim's slides covered the present-day Toronto railroad scene--main line passenger and freight, commuter, and engine terminals--in an arc swinging westward from Union Station. For the visitors it provided an excellent insight into the attractions available here -- not only the abundance of Montreal Locomotive Works power, and the degree of passenger activity, but the variety of scenic photo locations available within the Metropolitan limits.

Thursday morning dawned bright and clear and at 8:45, 550 passengers boarded the "Maple Leaf" for Niagara Falls, powered by 6060 and assisted by a CN GMD cab unit. The special's name commemorated the joint CNR-Lehigh Valley Toronto-New York train which covered this route until 1961. After a fast run along the busy Oakville Sub., the special slipped behind schedule due to slow orders caused by track-work near Hamilton. A runpast was held at the Jordan Harbour bridge, always a popular spot. Arrival at Niagara Falls was about an hour late, but there was still time for a sightseeing tour. The diehard railfans, of course, remained near the station to watch the engine being serviced, and to photograph the train being turned on the wye.

After arriving back at Union Station, some conventioners boarded a bus to the CRHA Harbourfront Museum and to CN 6213 at Exhibition Park. Others sampled the fare at the CN Tower Restaurant, the world's highest eating establishment.

At 9:30 P.M. a five-car TTC charter (Small Witts 2766, 2894, and three CLRV's) departed York and Wellington Sts., a block from the Royal York, with 230 fans aboard. The cavalcade proceeded north on York, west on King, north on Spadina, rounding the corner onto the emergency service trackage on Adelaide. A forest of tripods sprouted as the fans set up for time exposures, while here and there a flash slashed the darkness on the deserted street. Other stops were at McCaul Loop, now surrounded by the Village by the Grange stores/apartments complex; Dufferin Loop; Bingham Loop; and Woodbine Loop. At the latter location the double tracks permitted side by side photos.

While the juice fans were on the streetcar tour, the diesel fans were enjoying a night photo session at CP Rail's Agincourt Engine Terminal, conducted by Railfan Magazine Editor Jim Boyd. With the overhead fluorescent lights turned off by the friendly railroaders, Jim fired off flashbulbs at appropriate locations. The prime subject was RSD17 8921, still going strong at 23 years young. No doubt the results of this photo activity will appear in the next issue of 'Railfan'.

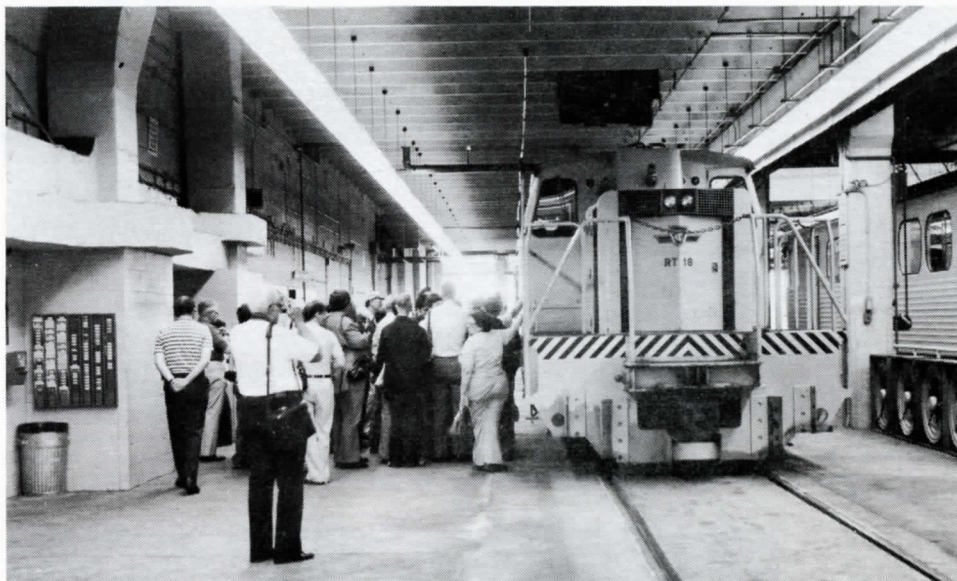
On Friday GO Transit was the host for the day, showing off its unique doubledecker cars to the visitors. The GO Limited, with 500 aboard, roared east to Pickering, skirting the blue waters of Lake Ontario near Pt. Union. Then, back in, to Mimico Yard, and a 'ride through' visit to the new Willowbrook Shops. Returning to Front St. Yds., the 'Limited' reversed direction and raced out the Brampton Sub. to Georgetown. Chartered school buses conveyed 300 of the group to the Halton County Radial Ry., while the others stayed aboard the train for a ride to Richmond Hill. The OERHA put on a great show for the conventioners, running virtually everything that would turn a wheel. Kodak must have declared a dividend that afternoon! The school buses deposited the fans at Oakville Station for a return to Union Station on a regular train. Incidentally, while the rail enthusiasts were partaking of these activities, other delegates were exploring the Metro Toronto Zoo, and



1980 NRHS NATIONAL CONVENTION
JULY 23-27, 1980
TORONTO, ONTARIO, CANADA



At the TTC's Wilson Carhouse, the NRHS contingent viewed subway diesel locomotive RT18, built in 1977.



CNR 6060 takes water beside the station at Niagara Falls, on July 24. The diesel unit was required by the railway in view of the train's length (13 cars).

For the Niagara Falls trip, several of the privately-owned cars from the 'Independence Limited' augmented the Via equipment. Bringing up the markers was ex-Illinois Central lounge car 'Mardi Gras'. The special was photographed nearing the Niagara Falls station.





The Halton County Radial Railway near Rockwood was also on the conventioners' itinerary. Behind the visitors may be seen the former Rockwood CNR station, Toronto Railway Company open car 327 (a replica built by the TTC in 1933) and Toronto Civic Railway 55.



The three-generation streetcar trip on Sunday morning, July 27, featured the two Small Witts, an ex-Louisville and ex-Birmingham PCC, and two CLRVS. Here, the cavalcade pauses for photos on Spadina Ave., northbound approaching College.



Photography by John D. Thompson

At MacMillan Yard (Toronto), Saturday, August 2, 1980, 6060 waits to depart with freight train No. 375 for Edmonton. Three diesels were coupled in front of the steamer shortly afterward. Was this 6060's final farewell to Toronto? Hopefully not!

Casa Loma.

That evening 700 people sat down in the Royal York's Canadian Room for the Annual Banquet. Jim Bistline, Assistant to the President, Southern Ry., gave an interesting account of his railways's steam trip plans for the coming year. Frank Roberts, Chairman and President, Via Rail Canada, was guest speaker. Mr. Roberts spoke on the formation of Via and its potential value in an energy-short society, although unfortunately he said little about the organization's present operations or future plans. This was an example of some industry officials' lamentable tendency to underestimate the interests and knowledge of railfans, and to give a talk aimed more at general audiences.

Saturday was the big day for the convention -- the 'Farewell to 6060' tour around Lake Simcoe. The extra was billed as the 'Canadian Crusader' since, bringing up the markers, were an ex-Reading stainless steel observation car and coach, built for the 'Crusader' in 1937, and sold to CN some 15 years ago. Assisting 6060 was another MLW graduate, a Via (ex-CN) FPA4 cab unit, the last of its type in service anywhere. Unfortunately, the conventioners' winning streak with the weather ended that morning, and the day was marred by overcast skies and torrential rains. However, the rain did stop during a runpast at Barrie, and the 775 passengers had the satisfaction of participating in an historic occasion.

That evening there was again a choice of activities available. This time Jim Boyd was firing off flash bulbs at Roncesvalles Carhouse, at a lineup of TTC secondhand PCC's (soon to disappear from Toronto's streets). A repeat of Thursday evening's Moonlight Trolley Tour was operated. And, the ONR graciously spotted a 'Northlander' trainset at Union Station, so that the fans could inspect and photograph this unique passenger train.

Sunday morning, last day of the convention, again dawned cloudy. Some fans elected to ride a circle rail tour to London using regular Via trains (No. 84 via Dundas, and No. 664 via Guelph). Others took a more ambitious day-long trip to Kingston, leaving Toronto on No. 44, the 'Capital'. Arriving at Kingston, they toured the city by bus, and the beautiful Thousand Islands by boat. Return to Toronto that evening was aboard No. 55, the 'Exec'.

The trolley fans were not forgotten, as the NRHS continued to take full advantage of the TTC's electric transit system. Another Three-Generation trip gave 300 fans a chance for daytime photos of CLRV's, Witts, and second-hand PCC's. Exhibition Loop was of course visited, with the storage tracks being used for side-by-side photos. A double (or was it triple) runpast took place on the Queensway, with photographers scaling the railway embankment to gain vantage points overlooking Grenadier Pond. The CLRV's were coupled together at this point for the benefit of the fans. MU operation is likely to be a rarity in Toronto until the Scarborough LRT line opens two years hence. The trip was repeated in the afternoon for the benefit of those unable to attend the morning excursion. Simultaneously, a trolley bus tour was offered, covering the Lansdowne Division lines.

At 5:00 P.M. the 'Independence Limited' eased out of Union Station on its long journey back to the Washington area. No doubt the passengers were eagerly awaiting the morrow, when Nickel Plate Road Berkshire 765 would take over in Ohio on the point.

With the formal activities over, many of the weary Buffalo Chapter people began making their way home. Others stayed over to clean up loose ends. Their efforts --over a year of hard work -- had paid off, as over 1,000 railfans enjoyed a look at one of North America's

leading rail cities, and took back cherished photographs. For many of them, hopefully, this introduction would serve as inducement to return.

For this writer, participating in the 1980 NRHS Convention was a chance to see his home town from a different perspective, and to be very favourably impressed by the general enthusiasm and friendliness of American railfans. Hopefully the NRHS will return to Toronto again before too many years pass, and even more steam and electric activity will greet them. Au Revoir!

CNR 6060 ARRIVES IN EDMONTON



CNR 6060 arrived at Calder Yard, Edmonton, on Friday, August 8, to begin the second phase of its excursion career. The locomotive had departed Toronto the previous Saturday in the consist of a freight train hauled by three diesel units. The 6060 was under steam en route to work the lubricator. In the cab for the entire journey was CNR engineer Harry Home, a staunch steam fan.

The bullet-nosed Mountain has been sold to the Government of Alberta, who in turn have entrusted the engine to the Alberta Pioneer Railway Association. This Edmonton-based railfan organization, which operates a railway museum on the northern outskirts of that city, has already organized a series of fantrips:

August 23, Edmonton - Camrose, Alta. and return; August 24, Edmonton - Whitecourt, Alta. and return; August 30, Edmonton - Calgary, one-way; August 31, Calgary - Drumheller, Alta., and return; September 1, Calgary - Hanna, Alta. and return.

The equipment being used consists of 10 CPR 800 series commuter coaches, of early 1950's vintage, leased from the railway. These lightweight coaches are surplus from the Montreal commuter pool. Also being used are CPR heavyweight sleeper 'Redvers' (eight section-two compartment-one drawing room) and Northern Alberta Rys. sleeper 'Westlock'. These latter cars are from the museum's collection.

A storage and servicing building for 6060 is being built at the museum. Track upgrading is also underway to accomodate the big 4-8-2. This winter the engine will be reflued. The Provincial Government has established a \$515,000 Trust Fund to maintain and operate the locomotive.

While those of us in Eastern Canada were sorry to see 6060 depart, it is nice to know that the engine will be operating for several more years, much to the delight of our friends in the West. Hopefully, Eastern UCRS members will be boarding the 'Super Continental' for Edmonton next year, to renew acquaintance with our old friend. We'll keep you posted on trips planned.

--Based on information from APRA 'Marker'.

- The Canadian Transport Commission has permitted the ~~dis~~continuance, effective September 29, of the last Toronto-Buffalo passenger service, in the form of Via RDC runs 181-182-376 and 371-183-184. These trains permitted direct connections with Amtrak service to upper New York State points and New York City. The Commission's order observed that an annual loss of more than \$650,000 has been sustained on the service, which has carried less than 25 passengers per trip on the average. As a small item of consolation in this unfortunate decision, the CTC has ordered Via Rail to explore the possibility of developing alternate connections with Amtrak at Niagara Falls, N.Y. The New York State Department of Transportation and Transport 2000 urged in submissions to the CTC a direct rail service between Niagara Falls, Ontario and

its namesake city in New York State. Just how seriously Via Rail will really look at this, however, can probably be judged from its statement that such service between the two cities would cost in excess of \$500,000 a year and that international rail passengers should be satisfied with bus or taxi connections. The more likely result would seem to be that these rail passengers will not exist at all, and that the bus companies and airlines will experience their patronage.

One possible hitch in connection with the September 29 date of discontinuance is the announced claim of the City of Hamilton that it is entitled to \$19 million in compensation pursuant to an 1895 agreement with the TH&B Ry. Co. covering the eventuality of the discontinuance of passenger service on that railway. If this claim is found to be based on legal validity, September 29 just might not be train-off day.

ASSIGNMENT OF VIA RAILINERS

IN SERVICE ON CN LINES

AS OF JUNE 1, 1980



<u>UNIT NOS.</u>	<u>ASSIGNED</u>	<u>UNIT NOS.</u>	<u>ASSIGNED</u>
6000-6003	SPADINA	6126-6128	HALIFAX
6004	PT. ST. CHARLES	6132	"
6005, 6006	SPADINA	6200	"
6100	MONCTON	6202	"
6101	SPADINA	6203, 6204	SPADINA
6102	HALIFAX	6205, 6206	HALIFAX
6104	CALDER	6207	SASKATOON
6105	MONCTON	6208, 6209	SPADINA
6106	SPADINA	6210	PT. ST. CHARLES
6107	MONCTON	6211-6213	HALIFAX
6108	PT. ST. CHARLES	6302	PT. ST. CHARLES
6109, 6110	SPADINA	6350	SASKATOON
6111	PT. ST. CHARLES	6351	SPADINA
6112	MONCTON	6355, 6356	SPADINA
6113	HALIFAX	6401	"
6114-6118	SPADINA	6450	MONCTON
6119	MONCTON	6453	PT. ST. CHARLES
6120-6122	SPADINA	6475	SASKATOON

--Pierre Patenaude

Since CP Rail's takeover of the Toronto, Hamilton and Buffalo Ry., it has not been uncommon to see TH&B Geeps working CP wayfreights out of Hamilton. Now, CP units have been showing up assigned to TH&B road-switcher runs. On July 10, 1980, CP Rail GP30 5001 was seen switching several industries at Smithville, prior to departing for Dunnville and Port Maitland. According to the train crew, it is not an everyday occurrence for CP power to be assigned to their roadswitcher.

--Brian C. Nickle

- On June 17 Amtrak's MONTREALER departed Montreal with one of the LRC trainsets in tow. It was set out at New Haven, Connecticut to begin tests between there and Boston. Revenue operation was scheduled to commence later this summer. Via Rail's LRC order - 50 coaches and 21 locomotives - is scheduled to begin arriving in August, 1981.

--Members of the Alberta Pioneer Railway Museum recently lifted 1.9 miles of track from the C. N. R. line through Mill Creek Pavine, Edmonton, for reuse at their museum. The line is part of the original Edmonton, Yukon and Pacific, extending between Edmonton and Strathcona. C. N. donated the track materials, valued at \$30,000, to the museum.

SOCIETY NEWS AND COMING ACTIVITIES by Ed Campbell

- Members who purchased tickets for the August 9 street car trip in Toronto can receive a refund by sending their ticket(s) to UCRS, c/o P.O. Box 42, Station 'D', Scarborough M1R 4Y7. If members wish, they may exchange these tickets for those for the September 13 evening street car trip.
- Thanks are due to John Slobodian for locating the excellent movie on the reuse of U.S. railroad stations which he brought to the August meeting and which was shown there.
- Thanks are also due to Grant Kingsland and his assistants who put CN 6213 in excellent appearance and kept it open during the Canadian National Exhibition. The assistants were John Robertson, Norm English, Ed Misura, Jim Walther, Heather Cox, Larry Eyres, Lorna Sloane, Dave Stalford and Ivor Samuel.
- Best wishes from the Society for a speedy recovery to Charlie Bridges, UCRS No. Four, who has been in hospital recently.
- The UCRS had a booth at the Milton Steam Fair. Jim Walther wishes to thank all of those who helped to staff the booth and to transport and erect it.
- Friday, September 19: Regular UCRS Toronto meeting at the Strollers' Club, 92 Adelaide St. West, 8 P.M. sharp (doors open at 7 P.M.). The entertainment will consist of a talk by Charles Cooper on the Hamilton and Northwestern Railway, illustrated by slides. Copies of the speaker's book on this line may be available for purchase (and autographing) at the meeting.
- Friday, September 26: The UCRS Hamilton Chapter will hold its first Fall meeting at the CN Hamilton Station at 8 P.M. Bring your 35mm slides taken during the Summer; all UCRS members and friends always welcome at Hamilton meetings.
- Looking forward to 1981, numerous events are being planned:
 - CLRV street car and trolley coach trips in Toronto.
 - Possible Winter circle trip - Toronto/Brantford/London/Stratford/Guelph/Toronto on same day using regular trains.
 - Possible Car 13 trip to Moosonee over the Easter weekend.
 - Tour of CN Macmillan Yard.
 - Trip to London and return same day with stopover in London.
 - Early June weekend in Montreal by regular trains, taking in MLW/Bombardier, the Canadian Railway Museum and a bus tour of the city; overnight in Queen Elizabeth Hotel including Saturday evening dinner. Fare \$170.00.
 - 12-day tour from Toronto to the West Coast, from the evening of June 25 to the morning of July 6, by sleeping car on the 'Super Continental' westbound, and return by air. Limited to 40 persons. Fare of approximately \$1250 would include accommodations in first class hotels, transfer bus and ferry to Vancouver Island, and the following special features: trip on Prairie Dog Central; a CN 6060 trip; CP 2860 trip; trip on steam logging road; trolley coach rides in Vancouver and Edmonton (using vintage Pullman coach in the latter city); trip on Esquimalt and Nanaimo Ry. The Trip Director would like to have indications as soon as possible from all members interested in any of the above trips. No deposits required as yet. Write to UCRS, P.O. Box 42, Station 'D', Scarborough, Ont. M1K 4Y7.
- The CTC has ordered Via Rail to continue the six-days-a-week service between Capreol and Winnipeg and to extend the service south to Sudbury to eliminate the bus transfer service operating between the two communities. The CTC has also ruled that the Capreol-Hornepayne-Nakina local service can be discontinued as a year-round service on Sept. 29. The service will be provided only during the summer months, with the Sudbury-Capreol-Winnipeg train serving the area at other times of the year.

PRIVATE CAR NEWS

Here is news of four trips in the near future. Two of these are weekend journeys, the others are one day, or one day and one night trips.

The first two are identical weekend operations to Chicoutimi, Quebec. The itinerary for these trips is to leave Toronto at 4:20 p.m. for Montreal, the car being open for occupancy at about 4:00 p.m. We will be on the rear of the afternoon train. Arrival at Montreal is at 10:25 p.m. We will be parked downtown until Saturday noon when we leave through Mount Royal tunnel for the North Shore and the Laurentians. The run is one of the prettiest in Quebec. Arrival in Chicoutimi is at 10:00 p.m. Our car will be parked overnight, leaving at 9 the next morning. During the all-daylight return to Montreal, we'll view the scenery missed the night before. Arriving in Montreal at 6:00 p.m., we have the evening for sightseeing before returning to Toronto overnight. Incidentally, leaving Toronto you can also board at Guildwood at 4:50 p.m., Oshawa at 5:10, Cobourg at 5:45. Return times are Cobourg at 5:45 a.m., Oshawa 6:45, Guildwood 7:05, Toronto Union 7:30 a.m. There is direct interchange with GO trains at Guildwood. The trips will operate on the weekends of September 12th-15th, and September 19th-22nd. The cost for these trips is \$425 per passenger, which includes travel, accomodation, and meals. Some drinks will be served. Breakfast will not be served on arrival in Toronto and due to Central Station, Montreal, being underground, we cannot use our stove to serve breakfast on Saturday or supper on Sunday. Three fares are needed to reserve the master bedroom. These trips are limited to eight passengers.

For the steam buff there is something to look forward to on Sunday, September 28th. "Cape Race" will travel from Toronto to Montreal and hook onto a steam excursion to Ottawa. The excursion will recreate a 1940's train with CPR 4-6-2 No. 1201 and all tuscan red cars. Return to Toronto is direct from Ottawa. The schedule is as follows: Depart Toronto Union 11:35 p.m. (Saturday), Guildwood 11:58 p.m., Oshawa 12:20 a.m. (Sunday) and Cobourg 1:10 a.m. Arrival in Montreal is at 7:30 a.m., where we will be switched directly onto the excursion for departure at 8:30 a.m. With the steam run and runpasts, arrival in Ottawa is at 1:00 p.m. Those who wish may go with the steam train to the National Museum; "Cape Race" will remain at the station. We depart Ottawa at 4:35 p.m. and return at: Cobourg 9:00 p.m., Oshawa 9:35 p.m., Guildwood 10:00 p.m. and Toronto at 10:25 p.m. The fare for the entire journey is \$230 which includes all travel and a light breakfast on Sunday morning. Those wishing sleeping accommodations on the car should add \$30 per passenger. Three fares are required to reserve the master bedroom. The trip is limited to 15 persons. Sleeping space is limited.

If you can't sleep on trains, try our one day trip to Windsor on October 18th. We leave Union Station at 8:20 a.m., pick up passengers at Oakville at 8:45 a.m. and Burlington at 9:00. Arrival in Windsor is at 12:40 p.m. After a four hour layover we leave at 6:40 p.m., returning at Burlington West at 9:39 p.m., Oakville at 9:52 and Toronto at 10:25. The fare is \$150 which includes travel, a mid-morning snack and dinner. There will of course be rear-end observation. Trip is limited to 25 persons.

To reserve a place on any of these trips please send your fare to the Upper Canada Railway Society, Box 42, Station D, Scarborough, Ontario M1R 4Y7. There are no refunds later than 14 days before the trip. We reserve the right to cancel a trip and refund fares if insufficient

people are interested.

Things to look forward to for 1981: A spring trip to Moosonee at Easter; a summer trip to Quebec City, a circle trip around the north via Montreal, Tachereau, Cochrane and North Bay. Drop us a line if you are interested.

"Cape Race" is always available for charter; we can take you on most conventional VIA or ONR trains operating over CNR tracks. Other places can be arranged but at a greater cost. So, if you have a group and would like to use the car, let us know.

Note: for members wishing to make their own way to Montreal or Ottawa for the CPR 1201 weekend, details are as follows: Saturday, September 27: Depart Montreal Central Station 7:35 A.M. on Via Train 31, or from Dorval at 7:55. Arrive Ottawa Union Station 9:50 A.M. Dpt. Ottawa Union Stn. with CPR 1201 and tuscan red coaches at 11:30 A.M., via CNR. Arrive Dorval 3:30 P.M., Central Station 4:20. Sunday, September 28: Depart Central Stn. 8:30 A.M. behind 1201. Arrive Dorval 9:00, Ottawa 12:35 P.M. Dpt. Ottawa 6:30 P.M. on Via Train 38, arrive Dorval 8:35, Central Stn. 9:00 P.M.

At least one and possibly more runpasts will be held on the steam trips. The fare, Montreal-Ottawa and return, is \$29 each day; for the steam trip only, \$22.50. Order tickets from the St. Lawrence Valley Division, Canadian Railroad Historical Association, P.O. Box 400, Cote-des-Neiges, Montreal, P.Q. H3S 2S7. Payment, by money order, should be payable to Via Rail Canada. Phone enquiries: (Area code 514) 388-9905, or 388-0757.



Canadian Transport
Commission

CANADIAN TRANSPORT COMMISSION--RY. TRANSPORT COMMITTEE

condensed by Raymond L. Kennedy



ORDER No. R-30934, May 29, 1980 deals with the Canadian Pacific passenger service operated between Farnham, P.Q. and Montreal. as trains 213 and 214. R.T.C. considers

that the service is commuter in nature and should be treated in like manner as other Montreal commuter services. The purpose of this is to encourage the Farnham trains to be included in the new financial agreement expected to result from the ongoing talks amongst Federal, Provincial and Municipal governments aimed at revitalizing the various Montreal area commuter services, including trains operated by both CP Rail and CN.

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