

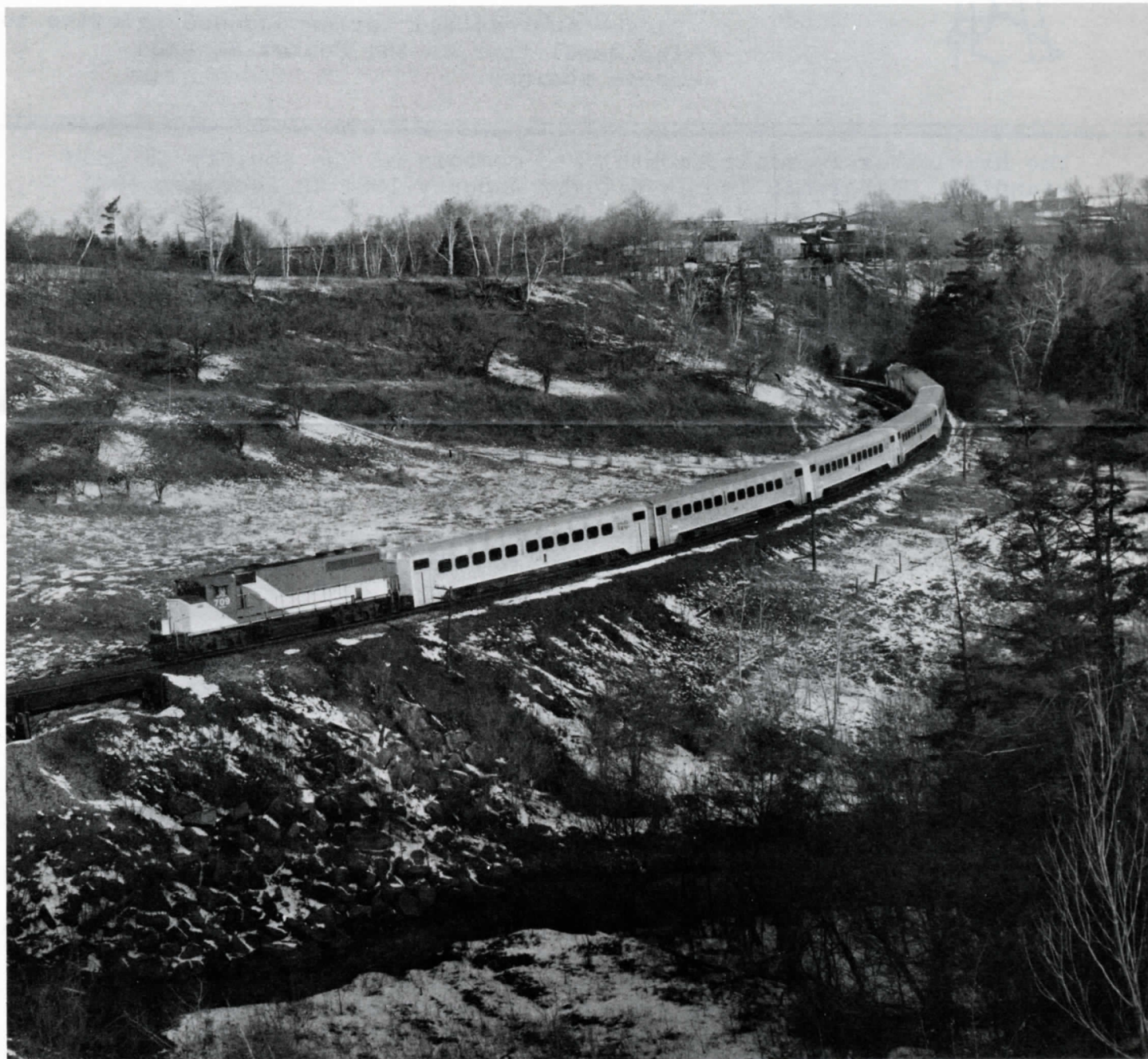


Newsletter

INCORPORATED 1952

NUMBER 373

NOVEMBER 1980



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



The Newsletter is published monthly by the
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The Newsletter is mailed monthly to members of the Society in good standing. Membership fee is \$17 for January 1981 to December 1981 inclusive.

COVER: A GO train from Richmond Hill winds its way southward down CN's Bala Subdivision, approaching Eglinton Ave. Thanks to the scenic Don Valley, rustic views such as this may be obtained just a few miles from downtown Toronto. The date: April 11, 1979. --by Ted Wickson



The British Columbia Railway plans to make operational prior to the end of this year a new train control system to govern movements between Vancouver and Lillooet. The system, touted as the

first computerized main line train control system in the world, utilizes "transponders" placed in the roadbed and on-board interrogator units to be installed in the cabs of 36 of the railway's locomotives. The transponders, which do not depend upon a power supply, obtain their power from a signal radiated from the interrogator unit as a train passes over them, and transmit a number back to the interrogator which is in turn transmitted to a computer in the North Vancouver dispatcher's office. The location of the train on the 150-mile line is displayed by the computer, which can be used for the transmission of instructions back to the train by the dispatcher. The engineer reads the message on a display unit which continuously indicates train speed and location. The dispatcher can activate an audible alarm in the locomotive, the alarm requiring to be cancelled by use of an acknowledge button. If an order is missed (e.g., to take siding at a given location), the transponder causes an alarm to sound both in the cab and in the dispatcher's office.

The system, which is based on eight years of research, would appear to have the potential to replace at least some Centralized Traffic Control installations on other railways by virtue of its precision and the significant reduction in the use of electrical energy. The North Vancouver company which developed the system in conjunction with BCOR has also developed a less expensive transponder and interrogator unit which may become practical for purposes of car identification.

- CP Rail has replaced nine spans of the 13-span double track steel bridge over the Pitt River at the east end of the Coquitlam, B.C. yard, a project having a \$3.1 million price tag. Construction began on Aug. 28 and was expected to be completed in mid-October. Each span measures 85 feet, four inches and weighs 115 tons. The contractor is Brittain Steel Ltd. of New Westminster.

THE NEW TIMETABLES

by Dale Wilson



Fall has arrived and with it the new Via passenger schedule. Overall, changes are slight except for the transcontinental service where things have been so completely revised that they now resemble what CN and CP used to do with the CONTINENTAL and the DOMINION. Where arrival and departure times have been altered just slightly, it is hoped the moves were the product of rider surveys and serious talks with ticket clerks.

There are only two deletions of consequence in the new schedule and only one is for real. The Sudbury-White River RDC service, the last vestige of the once-famous IMPERIAL LIMITED, has been discontinued on the basis that THE CANADIAN now serves the route in daylight. How a 15 or so car transcontinental train is supposed to replace the service of a flag-stopping, hunting, fishing and berry-picking RDC is not entirely clear, but the noble experiment will be carried on regardless. The Toronto-Buffalo RDC has lost its timetable (it would have been No. 30) in this new volume although the train continues to run, at least until the CTC determines just what is really involved in permanently discontinuing it and thus ending the only international rail passenger service between Montreal and Vancouver. Rumours of multi-million dollar lawsuits were enough to bring this stay of execution but the train will disappear forever unless promotion, timing and equipment are upgraded considerably to attract many more riders.

Additions to service are chiefly Christmas holiday trains and a highly visible, slick paper insert makes them stand out. That the insert is stapled squarely in the middle of the map of Canada shouldn't bother anyone--until they try to use the map!

At first glance the holiday insert seemed to say that Gaspé-Matapédia service had expanded, but not so. A close look at Footnotes 138, 139, 140, 141 and 142 reveals that a conventional train is replacing an RDC for part of the winter and a schedule extension around Christmas allows some of the load to be lifted from the OCEAN LIMITED between Montreal and Matapédia. New are Christmas trains 111 and 112 between Toronto and Halifax and the timetable seems to indicate them as through trains not even stopping at Montreal, a highly unlikely choice. No. 112, the eastbound, operates as an advance section of the ATLANTIC LIMITED but No. 111's westbound schedule is identical to the ATLANTIC. No note is made of equipment or amenities on these trains. RDC 652 (east) and 655 (west), usually a Toronto-Kingston train, becomes conventional over the holidays and is extended to and from Montreal. Similarly, Winnipeg-Capreol Trains 7 and 8 are extended to and from Toronto for the holidays, although routing south of Sudbury is not clearly indicated. In the west, Prince Rupert Trains 9 and 10 will run to and from Edmonton rather than Jasper for the holidays.

Since taking over from CN and CP, Via has had trouble keeping its transcontinental trains on time. Via's solution to this problem is to add 7½ hours to THE CANADIAN schedule between Montreal and Vancouver, with a similar adjustment to the SUPER CONTINENTAL, a train which goes the 265 miles from Toronto to Sudbury, disappears for close to a thousand miles until Winnipeg and then magically reappears to follow the CN main line to Vancouver.

Part of this schedule-stretching comes about through longer stopovers at Winnipeg and Calgary, particularly westbound. No doubt these times will be telescoped when the inevitable weather or operations related delays occur. Making a virtue of necessity, Via uses a whole page of the new timetable to push a number of sightseeing excursions in both Winnipeg and Calgary while you "break your long journey". If this isn't disturbing enough, the traveller is further encouraged to eat on

board the train "while parked in the station". Surely one of the major attractions of the transcontinental train is enjoying good food as the scenery slips by the window. Via serves excellent food, but must it be eaten in the confines of a station? As a minor point, one has to wonder about sanitary arrangements during the SUPER's three and three-quarters hours in Winnipeg and THE CANADIAN's two and a half in Calgary.

As noted previously, the transcontinental schedule has been drastically revised to offer evening departures from and morning arrivals in Toronto and Montreal. Sudbury sees the westbound SUPER and THE CANADIAN amalgamated under the latter name until Winnipeg, with the process reversed for eastbound service also at Sudbury. With this schedule, travel to and from such places as North Bay and Parry Sound is effectively discouraged except for a diehard rail traveller and the occasional railfan-type nut! If the train from the west is late more than rarely, travellers from Sudbury to either Toronto or Montreal will avoid Via like the plague...after all, who likes sitting in the Sudbury station for hours in the dead of night waiting for a late train?

The revised schedule allows more daylight travel through the Rockies, Selkirks and Monashees while hiding the Fraser Canyon in darkness which may or may not reflect your scenic preferences. Rumour has it that the increasing multitude of Japanese tourists are more interested in mountains and so the change.

By winter's end Via should have a pretty clear idea about which of the transcontinental schedules--last Summer's or the current one--has best provided full trains. Perhaps there will be a belated realization by management that trains having a 2800 mile schedule do not provide very good "intercity" service and that at least some of the sometime-to-come LRC trainsets should be used outside the Windsor--Quebec City corridor.

Who actually uses these system timetables? Apart from frequent rail travellers and fanatic railfans, probably very few people since they are so difficult to figure out. In this issue, Via continues to complicate things with tiny "Reference Mark" numbers and symbols which refer to cryptic explanations located, strangely, at the back of the timetable. Perhaps the clock should be turned back a few years and explanations put on the page the traveller is actually using...or is that too logical? The way Via has arranged things seems convenient only for timetable designers.

In closing, the cover photo on the timetable should be noted. Apparently taken at Vancouver station, it shows two apparently ecstatic young females under the benevolent eye of a redcap...now really, NO ONE looks that happy after a long train ride! Further, the background shows two Via F units on the stub-end tracks, a possibility under the new schedule but not so last summer when the picture had to be taken... unless THE CANADIAN was late again!

--Canadian National is building a new paint shop in Moncton, N.B. which is expected to be completed and in operation in late 1981. The new facility, which will feature a new efficient paint drying system, will be able to handle up to 15 freight cars per day.

--The following Canadian National train order offices ceased to exist during the summer of 1980: Cornwall, Napanee, Cobourg, Oshawa, Lindsay and Trenton Yard. It is not known what the ultimate fate of the station buildings at these locations will be, but the four stations on the Kingston Subdivision, Cornwall, Napanee, Cobourg, and Oshawa, will no doubt be maintained for Via passenger use.

--Brian C. Nickle



B.C. HYDRO 961 EMERGES AS ETS 2001

The Alco-GE 65-ton steeple cab locomotive (originally Oregon Electric 21)

purchased from B.C. Hydro early this year has been outshopped as Edmonton Transit System 2001. The unit has been finished in the LRT livery of white with diagonal blue and yellow striping and equipped with a pantagraph. Certain minor changes have been made in order that the locomotive can operate within the restricted clearances on the Edmonton LRT system. 2001 retains its knuckle couplers and its original bell, which has been painstakingly restored to its original lustre. A hydraulic pump has been installed, driven by a 600 Volt DC motor, which supplies the power required to activate side dump cars.

In contradistinction to the narrow gauge contractors' muck trains used in subway construction elsewhere, ETS is using its own standard gauge equipment in the Jasper Ave. tunnels. Locomotive 2001 is being employed to haul spoil trains and for the movement of other materials in connection with tunnel boring on the Jasper Ave. extension. The haulage of this traffic by rail minimizes street closures, keeps the streets clean and avoids the clogging of surface traffic by dump trucks. ETS has purchased 13 old work cars from the Northern Alberta Railways to equip the material trains. Of these, two flatcars have had eighteen inches removed from their width, with new decks and stake sides installed for carrying tunnel lining material and other supplies, and for carrying out broken concrete. Another flatcar has been completely rebuilt with a depressed centre deck to provide sufficient clearance under the overhead to transport large loads such as sections of tunnel boring machines. Ten other ex-NAR cars have been stripped down to the centre sills and have received specially designed dump bodies built by K.M.L. Custom Fabricators of Edmonton; the side doors of these cars open automatically as the bodies are tipped to either side hydraulically with power supplied by locomotive 2001.

ETS has laid temporary trackage in the tunnels, for use during the construction phase, using 1912-vintage used rail obtained from a Saskatchewan branch line. The transit system's Supervisor of Operational Design, Robert Clark, stated that he hoped that this employment by ETS of used equipment and materials, particularly in the case of the dump cars, "will encourage others to try and find simpler and more economical methods of construction by using materials already on hand or readily available". --ETS "Transit News"

PRESERVATION NOTES

- CNR Pacific 5107, permanently displayed in the park fronting the CN station at Kapuskasing, Ontario, coupled to two coaches, has had a caboose more recently added to its train. The coach coupled behind the tender houses the Kapuskasing Model Railroad Club, while the rear coach accommodates the Kapuskasing Museum. The van serves as an office for the Museum Curator.
- The Spruce Falls Power and Paper Company's railway between Kapuskasing and Smoky Falls, 60 miles to the north, which had been abandoned for several years, had its rails and ties removed by Andrew Merrilees Ltd. two years ago. However, three or four ex-CPR sleeping cars were left at Mileage 19, used by the paper company as a VIP fishing lodge. --Richard J. Rathbone
- The U.S. Air Force Base at Stephenville, Newfoundland has donated its 3'6" gauge wedge plow to the Newfoundland Transportation Museum. It was last reported as having been moved to White's Road.

--Bob Sandusky



TEN-YEAR REBUILD AND MODIFICATION PROGRAM

Compiled by Raymond L. Kennedy



UPGRADED UNITS

NEW NOS.	QUANTITY	MODEL	PRESENT NOS.	ORIGINALLY BUILT
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Yard Units: Ogden

1500-1511	12	GP7	8409-8424	March 1952 to June 1953
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Except three units traded in (8413, 8420, 8425) on GP35's (5015-5017); two units scrapped account damaged (8414, 8419).

1512-1690	179	GP9	8483-8546	Sept. 1954 to July 1955
			8611-8708	July 1956 to Nov. 1957
			8801-8823	Jan. 1958 to Mar. 1958

Except previously upgraded units 8492, 8518, 8530, 8615, 8619 (re-numbered 8200-8204) and 8524 scrapped account damaged.

1691-1705	15	GP9 (26L brake)	8825-8839	July 1959 to Aug. 1959
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206 Total Yard Units

Road Switchers: Angus

1800-1868	69	RS-18	8729-8800	March 1957 to July 1958
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Except 8729, 8739, 8754 scrapped account damaged; originally to have been renumbered in 8300 series.

Note: Upgrading of all models includes chop nose, rewiring, etc.; GP7's to receive 567BC engine block replacing present 567B.

MODIFICATION FROM ROAD FREIGHT TO ROAD SWITCHER UNITS

NOS.	QUANTITY	MODEL
5000, 5001	2	GP30
5002-5025	24	GP35 (Except 5018 scrapped account damaged)
4200-4250	51	C-424

STATUS OF OTHER UNITS

8019-8046	28	} Rebuild as yard switchers (except 8148 scrapped account damaged)
8100 class	59	
8921	1	

6700-6709	8	} Continue to rebuild as yard switchers (except 6704, 6709 sold)
6710-6720	11	
7400-7405	6	

113 Total Yard

8013-8018	6	} Continue to rebuild as road switchers
8100 Class	12	
8200-8204	5	Retain as road switchers, renumber at next overhaul from 8492, 8518, 8530, 8615, 8619 NNITO (not necessarily in that order).

SUMMARY OF NON-GMD YARD SWITCHERS BEING PHASED OUT:

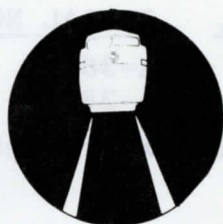
	QUANTITY BUILT	ON ROSTER JAN. 1/80
MLW 660 H.P.	124	83
ALCO/MLW 1000 H.P.	98	94
BALDWIN 1000 H.P.	11	3
BOOSTERS	4	4
HYDRAULIC 500 H.P.	14	-
Totals	251	184

UPGRADING PRESENTLY UNDERWAY

<u>NEW UNIT NO.</u>	<u>FORMER NO.</u>	<u>SHOPPED</u>	<u>OUT/SHOP</u>	<u>NOTES</u>
1512	8510	FEB. 6/79	JUNE 27/80	A
1513	8512	AUG. 22/79	AUG. 28/80	B
1514	8627	MAR. 11/80	SEPT. 13/80	
1515	8545	MAY 14/80		
1516	8509	JUNE 20/80		
1517	8486	AUG. 25/80		
1518	8539	SEPT. 2/80		
1691	8832	MAR. 11/80		C
1500	8412	JUNE 19/80		D
1501	8409	AUG. 8/80		
1800	8794	MAR. 25/80		
1801	8764	APR. 23/80		
1802	8746	JUNE 3/80		
1803	8762	AUG. 21/80		
1804	8740	AUG. 17/80		

NOTES: A - Fire damage Feb. 6/79, Golden, B.C.
 B - Fire damage July 15/79, Revelstoke, B.C.
 C - Fire damage Feb. 13/80, Coalhurst, Alta.
 D - Minor fire, Winnipeg Yard

8509 previously had steam generator removed; 8510, 8512 will have steam generator removed account chop nose modification (8501-8529 were all originally steam generator equipped); 8512 (at one time 8511 and 8512) re-gearred to 89 M.P.H.: only such CPR Road Switcher units.

CN IS ACCUSED OF GOUGING GO

Cameron MacNab, former Chairman of TATO, has in a brief to the Ontario Task Force on Provincial Rail Policy accused the CNR of reaping windfall profits from GO Transit commuters and of threatening the future operation of the service by doubling charges for running rights on CN track-

age. These charges have jumped from \$225,000 to \$2.5 million per annum following the 10-year contract drawn up in 1978 and designed to wring a substantial profit out of the GO running rights. Between 1967 and 1977 the operating agreement was on a cost recovery basis. Mr. MacNab said further that the CN position clouds the prospects for much-needed expansion and extension of service, that a commuter operation which had at one time been subsidized by the Federal Government (the pre-GO CNR Toronto-Hamilton commuter trains) should not be considered a "profit centre" by CN, and that the railway's rights-of-way should be considered a national resource to be utilized in the best public interest. He noted further that CN President Bandeen had stated in a recent speech to a group of financial analysts that the GO contract sets a rate which allows CN to make a profit and "the more efficient we are, the greater the profit...this way, even subsidized services are under the discipline of the bottom line". Meanwhile, Task Force Chairman Margaret Scrivener said, in stressing the need for a new, more equitable CN policy, "How valid is it for one level of government to make a gross profit at the expense of another level of government?" It would seem that the Task Force report, due to be released shortly, will have further strong words to say about the situation.

--Information from Doug Page



DELIVERY DATES

by Pierre Patenaude



1. SD40-2W'S FROM GENERAL MOTORS DIESEL DIVISION, LONDON:

<u>ROAD NOS.</u>	<u>SERIAL NOS.</u>	<u>DATES (1980)</u>	<u>ROAD NOS.</u>	<u>SERIAL NOS.</u>	<u>DATES</u>
<u>ROAD NOS.</u>	<u>SERIAL NOS.</u>	<u>DATES (1980)</u>	<u>ROAD NOS.</u>	<u>SERIAL NOS.</u>	<u>DATES</u>
5324	A-3875	APR. 18	5339	A-3890	MAY 9
5325	A-3876	APR. 18	5340	A-3891	MAY 6
5326	A-3877	APR. 25	5341	A-3892	MAY 9
5327	A-3878	APR. 25	5342	A-3893	MAY 14
5328	A-3879	APR. 25	5343	A-3894	MAY 14
5329	A-3880	APR. 25	5344	A-3895	MAY 20
5330	A-3881	APR. 28	5345	A-3896	MAY 20
5331	A-3882	APR. 30	5346	A-3897	MAY 22
5332	A-3883	APR. 28	5347	A-3898	MAY 22
5333	A-3884	APR. 28	5348	A-3899	MAY 29
5334	A-3885	APR. 28	5349	A-3900	MAY 28
5335	A-3886	APR. 30	5350	A-3901	MAY 29
5336	A-3887	APR. 30	5351	A-3902	MAY 28
5337	A-3888	APR. 30	5352	A-3903	MAY 30
5338	A-3889	MAY 6	5353	A-3904	MAY 30

Unit 5353 is the end of the order; all of the listed locomotives are assigned to the Mountain Region, 5324-5343 to Calder Yard (Edmonton) and 5344-5353 to Thornton Yard (Vancouver). They are equipped with extended range dynamic brakes, pacesetter controls and a winterization hatch on the first radiator fan.

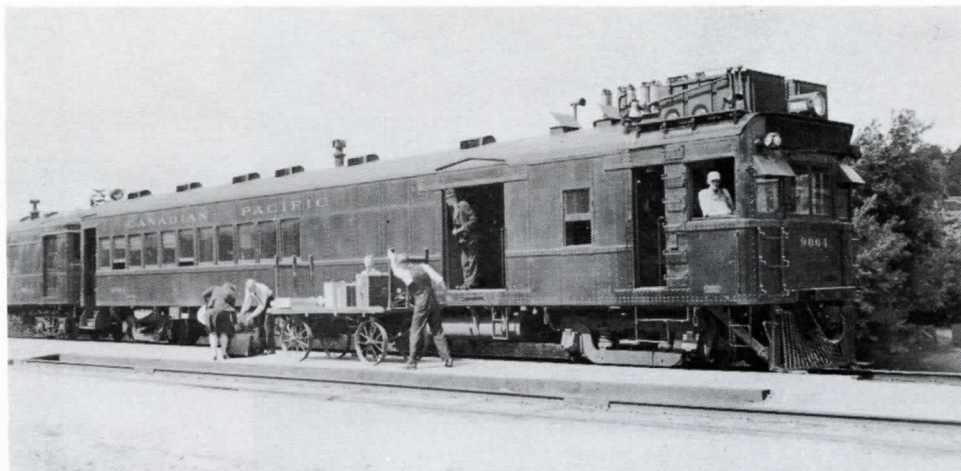
2. HBU-4's FROM GENERAL MOTORS DIESEL DIVISION, LONDON:

<u>ROAD NOS.</u>	<u>SERIAL NOS.</u>	<u>DATES</u>	<u>ROAD NOS.</u>	<u>SERIAL NOS.</u>	<u>DATES</u>
279	A-3859	JULY 18	281	A-3861	JULY 18
280	A-3860	JULY 18	282	A-3862	JULY 18

These units are based at Moncton Yard and will work with 221, 222, 224 and 226.

--The Hamilton Spectator in a recent article publicized the wretched state into which the CN station at Dundas, Ontario has been permitted to descend. The paper reported that conditions are so bad that the Hamilton-Wentworth Health Unit had scheduled an inspection of the accommodations even though the building is not on its regular list. The building is owned by CN, although Via Rail provides janitorial service. A CN spokesman said that the station is not the railway's responsibility "at this time" and that there is still a process of transferring responsibilities to Via which has not been completed. Meanwhile, a Via spokesman said that his organization would not be prepared to spend any money on the facility until a station agreement has been reached with CN; he asserted further that the station is not in a good location, that Via may not even want it in the final analysis, and that there is a serious problem with vandalism. Tickets can no longer be obtained in the structure and must be purchased on trains. The station is apparently appreciated in certain quarters, however: the Town of Dundas inquired during 1979 into the possibility of preserving the building and site for their historic value and obtained a commitment from CN to the effect that the Town would be notified if the railway vacates the site.

--Doug Page



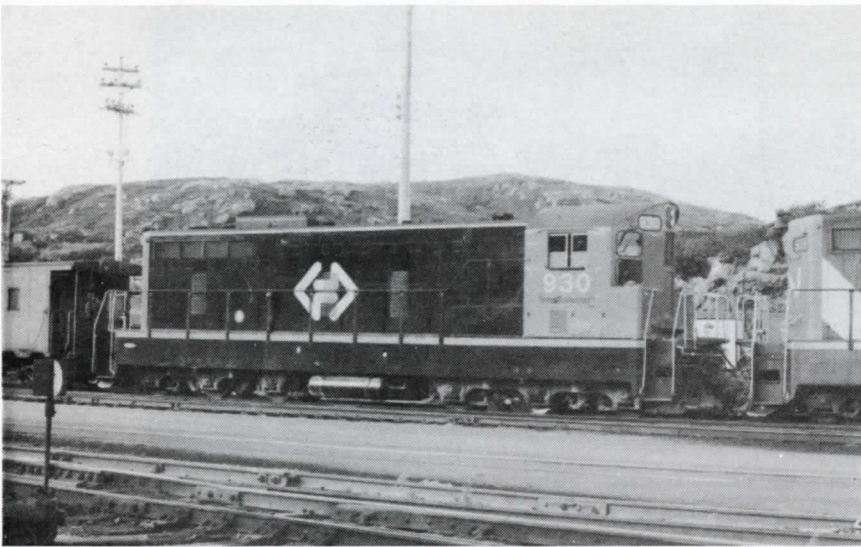
There have been references in recent issues to SPARKY, the CPR doodlebug which plied the shuttle run between Guelph and the main line connection at Guelph Junction. Here we see SPARKY in the form of CPR 9004 (formerly Car 47) loading baggage and express at Guelph on Aug. 14, 1943 with the engineer in position, ready to go. --Photo by Wm. I. Miller, from the collection of W.E. Miller



Off its beat is this GO Transit consist with F40PH 511 leading a string of double deckers, and 502 following up the rear. Shown here at York Rd., Dundas, with the Royal Botanical Gardens and Niagara Escarpment in the background. Returning to Toronto from Windsor as Via No. 70. Aug. 30, 1980. --Bob Sandusky photo



This Oct. 10, 1980 aerial view of the TTC's Kennedy Subway Station shows the completed elevated loop for the Scarborough LRT line, circling the Kiss 'n' Ride Carousel. Also evident are the framework for the roof over the LRT platforms, on the station's upper level, and the ramp which takes the tracks to ground level, under the Eglinton Ave. overpass. View looks north. --TTC photo by Ted Wickson



CNR narrow gauge locomotive 930, class GR12G, was photographed at Pt. Aux Basques, Newfoundland, on Aug. 29, 1980, in the new Terra Transport paint scheme, the new name for CN's Newfoundland division. The unit retains its black and orange livery, with the "Terra" herald on the hood and name applied to the cab, beneath the locomotive number. --Ian Walker photo



Via Rail E8 1898, ex CP Rail 1800, poses for its portrait at CP Rail's St. Luc Yd., Montreal, July 19 1980, in its new blue and yellow livery. Although it's 21 years since the former 1800, and 1801 and 1802 rolled out of EMD's LaGrange plant, a recent rebuilding at Angus insures that the two remaining units will be around for several more years, as Canada's only 'E' units. --Pierre Patenaude photo



Track laying, Costa Rica style: a joint crew comprising natives and CP Consulting Services personnel is busily joining rail sections on the 65 mile line which has been undergoing rehabilitation. The corkscrew-like metal clips fastening the rails to the concrete ties are similar to those used in the open cut sections of the TTC's Spadina Subway. CP Rail photo

LAST TTC CARS LEAVE SAN FRANCISCO

During the last week of June, San Francisco Municipal Railway PCC's 1183 and 1190 (formerly Toronto and originally Kansas City cars) left the system. The cars were respectively destined for preservation at the Illinois Railway Museum at Union (near Chicago) and the California Railway Museum at Rio Vista (north-east of San Francisco). These were the last two units of the 11 ex-TTC cars which Muni had purchased in 1973, the group having borne SFMR Nos. 1180-1190. The previous nos. of these boomer PCC's were as follows:

<u>KCPS (1946-7 to 1958)</u>	<u>TTC (1958 to 1973)</u>	<u>SFMR</u>	<u>KCPS</u>	<u>TTC</u>	<u>SFMR</u>
740	4754	1180	778	4769	1185
754	4757	1181	779	4770	1186
756	4758	1182	780	4771	1187
767	4763	1183	789	4775	1188
769	4764	1184	792	4777	1189
551	4752	1190			

These cars had not been popular with Muni Operators, owing to their having somewhat different controls from the other cars on the system. They were in any event nearing the end of their useful life span when the TTC disposed of them. Muni had made the purchase as a stop-gap measure to bolster its deteriorating PCC fleet pending the arrival of new Boeing-Vertol LRV's, which have been delivered within the last two years. Only a minimum of work was performed on the Toronto cars to adapt them for San Francisco service, including regauging to standard, installation of a front trolley pole and reactivation of the backup controller for carhouse movements. None of the cars received Muni's green and cream paint scheme, and they ran to the end in their Toronto colours, touched up with dashes of Muni's bus red. It is reported that at least one of the preserved cars will be restored to its original Kansas City livery of ivory with black trim.



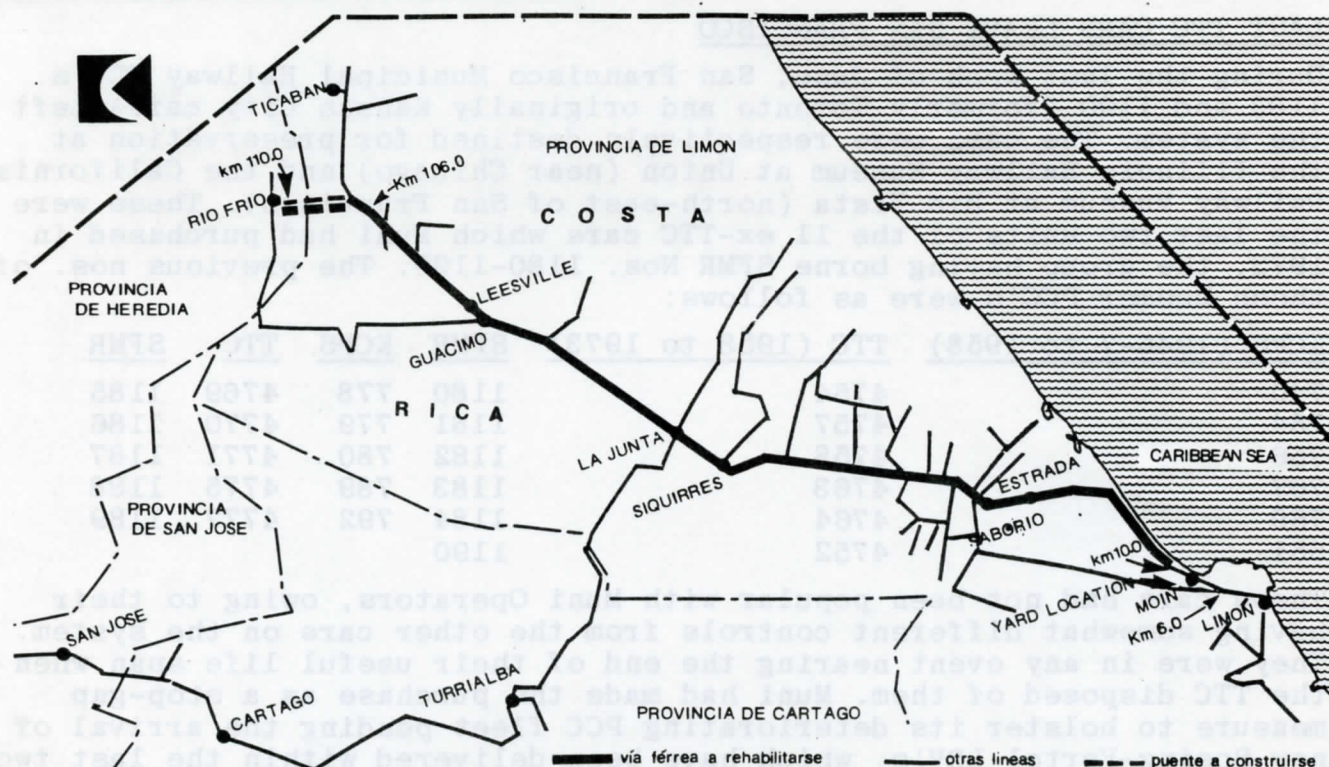
The TTC's five-year capital works program includes an expenditure of \$9 million for the modernization of older stations on the subway system. Also included in this item is the estimated cost of sealing leaks in the tunnel section of the Yonge Subway Northern

Extension. Work as involving two stations is as follows:

Queen: This station has been the subject of major renovations. The Albert St. entrance has been enlarged to accomodate increased pedestrian traffic generated by the Eaton Centre shopping complex. The remodelling includes new bright red ceramic tiles, a new ceiling, new lighting and a second Collector's booth. The cosmetic improvements have also been applied to the west side control area at the Queen St. end of the station, and two new escalators have been installed. In addition, four 50-foot long murals depicting various Toronto subjects have been installed on the walls of the northbound and southbound platforms. Financing of this art display, first on the Yonge Subway, is by Eaton's and developer Cadillac-Fairview.

Rosedale: Work began in June on a major facelift for Rosedale Station. The original (1954) glass tiles will be covered over with glazed ceramic tiles, which are more durable and easier to clean. The pedestrian entrance from Crescent Road is being changed, with the Collector's booth relocated to the west side. The windows on the south side of the control area are being enlarged to improve visibility, permitting improved surveillance. New signs and lighting are also featured. Completion is scheduled for February, 1981.

--The strike at Hawker-Siddeley's Thunder Bay plant was finally settled in mid-October. As of the 17th of that month it was reported that eight CLRV's for the TTC were already on flatcars enroute to Toronto.



--The government of Costa Rica has commissioned Canadian Pacific Consulting Services Ltd. to build and equip a \$6 million sorting yard at Moin, Limon Province as an extension to a previously awarded \$16 million contract (Oct. 1978) to reconstruct 110 kilometres (about 65 miles) of narrow gauge main line for the state-owned railway. The rehabilitated line, upon which concrete ties are being used, extends from the banana producing region of Heredia Province to the new Caribbean port of Moin, and is shown by the heavy line on the above map. CP Consulting is purchasing some \$9 million of materials for the work in Costa Rica from Canadian suppliers, principally Sydney Steel Corp. and Canron Inc.

--Raymond L. Kennedy



VIA NEWS: Doug Page, Mike Lindsay, Brian C. Nickle

Via Rail increased fares by 10% on Nov. 1 following Ministry of Transport approval. The basic one way fare from Montreal to Toronto has increased from \$26 to \$28, between Montreal and Halifax from \$50 to \$55, and between Montreal and Winnipeg from \$79 to \$87. It is also planned to replace the current excursion fare plans with a new set of round trip fares providing 40% cuts on the basic fare for same day trips and 25% cuts for round trips completed in seven days between points up to 400 miles apart. Via also, on Aug. 8, eliminated its special return fare excursion rates on early morning and evening Toronto-Niagara Falls trains, hitting commuters with an additional two dollar charge for return trips. A CTC official told the press that this increase was not authorized by its Review Board, and it was reported elsewhere that passengers were given no advance warning of the change. (DP)

● On a more positive note, Via Rail inaugurated its new VIA-1 Montreal-Toronto service on Oct. 20, heralded as "a packaging of all the best facets of first class train travel, which will be offered to the business traveller in a highly visible and co-ordinated manner" The following features are associated with the service: Optional ticket pick-up just prior to departure at a VIA-1 check-in counter at Toronto Union Station or Montreal Central Station; Check-in for first class passengers (club and sleeping car) at the aforesaid counter followed by preboarding up to 30 minutes ahead of departure by special entrance; Additional redcap service at check-in counter; Welcome

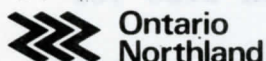
Aboard the train, using the train itself as a first class lounge; A choice of first class accommodations-on day trains, club car with either full course meal or snack, on overnight trains, either overnight club or sleeping car. The introduction of the VIA-1 service has been accompanied by a multi-media advertising campaign plus a special mailing to Toronto and Montreal senior executives. (ML)

● The increase in passenger traffic over the Thanksgiving Holiday weekend caused an increase in equipment on Via's trains operating out of Toronto. The resulting demand for equipment saw some of Via's RDC schedules handled by conventional equipment. On Friday, Oct. 10, 1980 Toronto to London via Kitchener Train No. 661, departing Union Station at 0750 was equipped with two FP9's, Nos. 6530 and 6534, four coaches and a baggage car. This equipment returned to Toronto as Train No. 664 departing London at 1205. Along the same route, Train No. 663, departing Toronto at 1045, had two RS-18's, a steam generator and seven coaches, all of which returned to Toronto as Train No. 666 leaving London at 1630. Train No. 665, leaving Union Station at 1615, also had its normal RDC's replaced with two FP9's, seven coaches and a baggage car, and this equipment departed London at 2010, returning to Toronto as Train No. 668. All of the trains mentioned above have a normal base consist of three RDC's. On Thanksgiving Day, Oct. 13, the three sets of trains again had conventional equipment subbing for the RDC's, with the consists being very similar to those of Friday, except that Nos. 665/668 were equipped with eight coaches and a baggage car on the 13th. (BCN)

● On Saturday, Oct. 11, 1980, a complete GO Transit double-decker consist was assigned to Via Windsor to Toronto Train No. 74, with F40PH 511 on the head-end, and GP40TC 502 on the rear. When viewed at Woodstock, the nine GO cars appeared to have nearly a full load of passengers aboard. This same set of GO equipment also operated on Thanksgiving Day, departing Toronto as No. 71 at 0820, and arriving in Windsor at 1245. It returned to Toronto from Windsor as No. 76, departing at 1405. Nos. 71 and 76 are normally assigned "Tempo" equipment. (BCN)

● On Oct. 13, 1980, Via's Stratford to Toronto Train No. 660 experienced an equipment failure at Stratford, and GP9 4498 had to be borrowed from the CN shops there to pull the three crippled RDC's to Toronto. No. 660, which is due to depart Stratford at 0645, was 32 minutes late leaving there this day. (BCN)

● A change has been made in the schedule of Via's Sarnia to Toronto Train No. 84, which will provide a better service for its patrons. No. 84 now leaves Sarnia at 0740 instead of 0815, and arrives at Toronto at 1120 as opposed to 1155. This change was made in order to allow for a connection between No. 84 and No. 662 in London. Passengers destined for points along the Stratford-Kitchener-Guelph line will now have only a 10-minute wait in London, after coming off No. 84, instead of the previous 2½ hour wait required to take No. 664 out of London. (BCN)



The Polar Bear Express completed its 17th season on Sept. 1 after having carried 22,638 passengers from Cochrane to Moosonee and return. The Express began in 1964 when only two runs were made, and the service was increased up to 1972, when the present daily except Friday service, from mid-June to early September, was instituted. In excess of 300,000 persons have travelled on the train since 1964. Although ridership declined 17% from 1979's figures, 1980's ridership was 6% above the figures for 1978.

--"The Chevron" (ONR)

--A recent inspection of Buffalo's Central Station revealed that 12 pieces of Amtrak rolling stock are stored unserviceable at that location although Amtrak no longer uses the station.

'THE CANADIAN'--SUMMER 1980

by J.M. Harry Dodsworth

Bob Sandusky was lucky to see 'THE CANADIAN' hauled by cab units (OCT. Newsletter). This train has changed a lot since CP Rail ran it with a matched set of locomotives and cars. I watched it fairly regularly at Ottawa from July onwards and found it like an operating museum of early diesels.

The train was normally made up of 14 cars and three diesel units; an FP7 or FP9 usually led, although I believe that CP Rail does not regard these as reliable enough to lead on freight trains. The other units included any combination of FP7's, or FP9's, F9B's, GP9's and RS10's. Perhaps the most interesting locomotives to appear were the two E8's, which came through several times in July and August. To add to the visual diversity, some units were painted in Via colours, some in CP Rail red and one (RS10 8576) in the old CPR scheme of maroon and grey. On Aug. 26, renumbered FP9 6553 led the eastbound train--can any reader tell us what the piping is on the left side of the roof on this unit?

The passenger cars included stainless steel cars painted in either red or blue mixed with several types of Via cars. Timekeeping of the eastbound CANADIAN was very bad in July, but much improved in Aug. and Sept.

UCRS EVENTS AND ACTIVITIES

by Ed Campbell

Two important UCRS Committees meet on a regular basis and members are invited to take part in their deliberations.

1. The Program Committee meets on the first Wednesday of the month at 8 P.M. in the Yarmouth Church, which is located on the north-east corner of Yarmouth Rd. and Christie St., Toronto. Caledonia (No. 18) buses run on Christie St., while Annette (No. 4) T.C.'s run along Dupont St., one block south of which is Yarmouth Rd.
 2. The Trip Committee meets on the second Friday of the month at 8 P.M. at the home of Ron Layton, 46 Sir Bodwin Place, Markham. Markham Transit buses pass the end of the street for those who use public transit, the buses connecting with the Yonge Subway at Finch Station (for Markham Transit Information, call 297-1900).
- Much of the activity of the Society revolves around these Committees--why not take a little time off to attend them and present your ideas? You will find it worth while.

Unfortunately the planned Easter trip to Windsor and Detroit has been postponed and in its place a trip on the Algoma Central is being planned; a flyer will be attached to the Dec. Newsletter. In addition to the planned trips which have been announced in previous issues (note above excepted), a trip from Toronto to London, Ont. and return has been planned for Saturday, Feb. 7, 1981, travelling to London via Kitchener and Stratford, then a bus trip from London to St. Thomas, Port Stanley and Tillsonburg, and return to Toronto via Brantford and Oakville. Look for flyer attached to Dec. Newsletter. Watch also for flyers for streetcar trips.

Friday, Nov. 21--Regular UCRS Toronto meeting at the Strollers' Club, 92 Adelaide St. West, Toronto at 8 P.M. sharp (doors open at 7 P.M.). The program will consist of an address by UCRS member Julien R. Wolfe on the history and present operations of the GTW-SEMTA commuter service in the Detroit area.

Friday, Nov. 28--Regular Hamilton Chapter meeting at the CN station at 8 P.M. Bring your 35mm slides; the Hamilton Chapter always welcomes all UCRS members. There are two regular GO trains direct to CN Hamilton station, leaving Toronto Union at 5:19 and 6:03 P.M. Return by GO bus from John and Rebecca bus terminal at 10:15 P.M. via Queen Elizabeth Way or 11:30 P.M. via Lake Shore Route.

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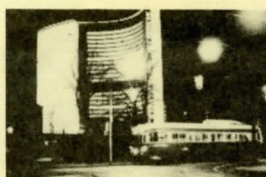
Catalogue Sheet 80-1

September 1, 1980

JBC Visuals
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CANADA.



JBC-27
TTC LRVs, Green Line, Boston



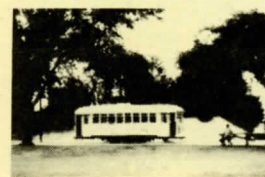
JBC-28
TTC A-10 PCC 4593 at night, City Hall



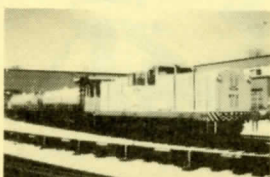
JBC-29
TTC A-1 PCC 4000, Halton Cty Radial Ry



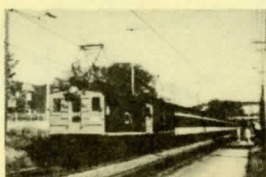
JBC-30
TTC snow sweeper S-39, night view



JBC-31
TTC rail grinder W-28, St. Clair Ave.



JBC-32
TTC subway locomotive RT-12 and tunnel washing train



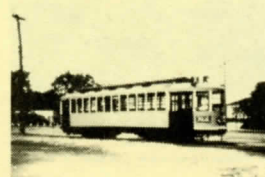
JBC-33
CN motors 6712, 6713 - Montreal suburban electric, Mt. Royal Sta.



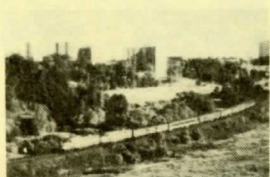
JBC-34
Kitchener T-44 trolley coaches, 1967



JBC-35
Montreal & Southern Counties No. 107 at Chambly Sta., 1955



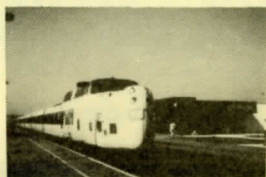
JBC-36
Ottawa Transportation Commission 650 at Britannia Park, 1949



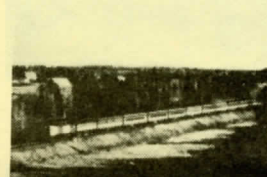
JBC-37
ONR 'The Northland', Don Valley, 1977



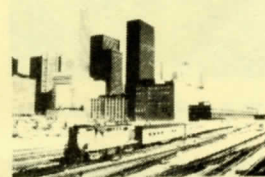
JBC-38
CN C-liner 6705, The Bonaventure at Brockville, 1966



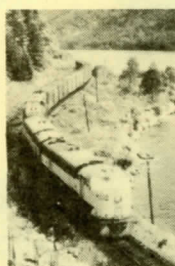
JBC-39
VIA-CN turbo, Kingston, 1976



JBC-40
First VIA Rail 'Atlantic', Calhoun, N.B.



JBC-41
VIA Rail Tempo train, Toronto Union Sta.



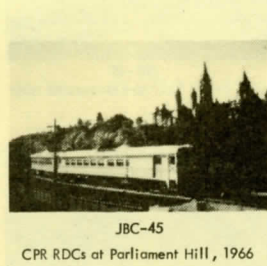
JBC-42
CPR C-liner 4056, Thrums, B.C.



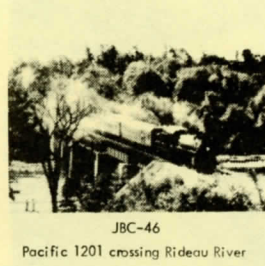
JBC-43
CPR FA-1 4006, Smiths Falls, Ont.



JBC-44
CPR EBA 1801 and The Rideau at new Ottawa Station, 1967



JBC-45
CPR RDCs at Parliament Hill, 1966



JBC-46
Pacific 1201 crossing Rideau River

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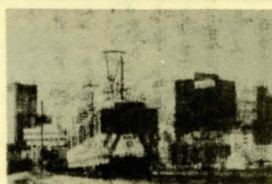
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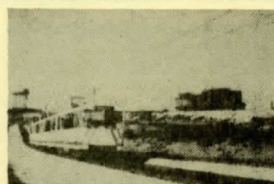
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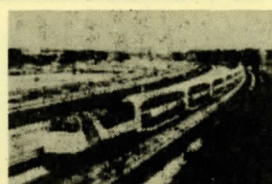
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JBC-1
 Edmonton LRT train and city skyline



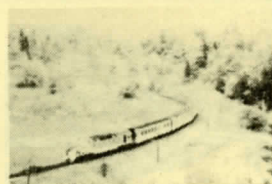
JBC-2
 Edmonton LRT train and CN train



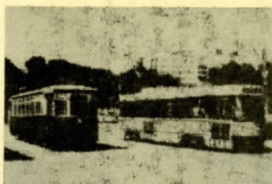
JBC-3
 GO Transit FP40H and bi-level train



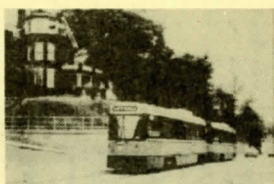
JBC-4
 GO Transit train, Don Valley



JBC-5
 'Northlander', Don Valley in fall, 1977



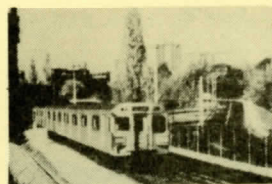
JBC-6
 Toronto wooden car and LRV



JBC-7
 M.U. LRVs, Bathurst Hill, Toronto



JBC-8
 TTC LRVs in snow at CNE Loop



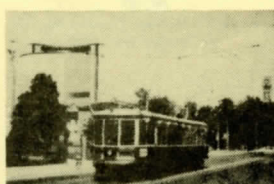
JBC-9
 TTC H-5 subway train, Rosedale



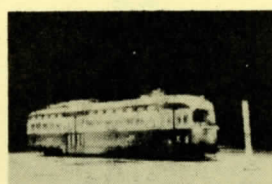
JBC-10
 TTC 'Gloucester' train, Spadina line



JBC-11
 TTC Peter Witt 2424, St. Clair Ave.



JBC-12
 TTC Peter Witt 2894, Queen St.



JBC-13
 TTC A-9 PCC 4561; night view, CNE



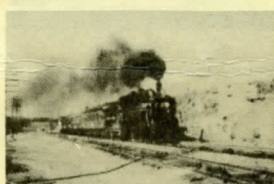
JBC-14
 TTC A-11 PCC 4638, old Neville Loop



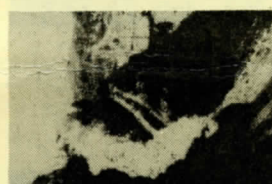
JBC-15
 TTC A-13 PCC 4742, Broadview Ave.



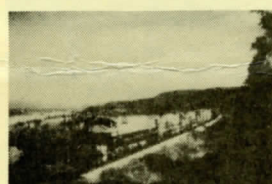
JBC-16
 TTC Flyer trolley bus 9020 in 1968



JBC-17
 ONR 2-8-0 #137 and centennial train



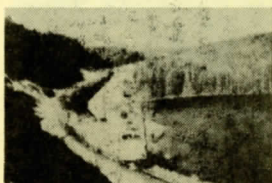
JBC-18
 Royal Hudson 2860, Horseshoe Bay, BCR



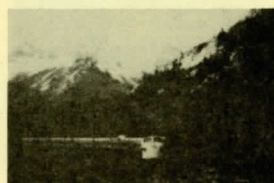
JBC-19
 BCR freight, upper Fraser valley



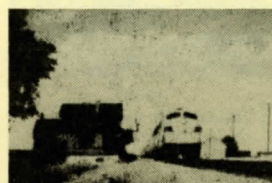
JBC-20
 CNR 'Newfie Bullet', Humber valley



JBC-21
 'The Canadian', Stephen's Swift, Alta.



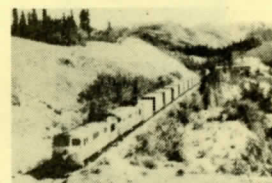
JBC-22
 CP Rail 'The Canadian' near Banff



JBC-23
 CPR 'The Canadian', Alfred, Ont.

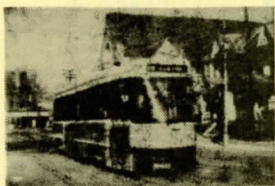


JBC-24
 CP Rail freight, Moyie Lake, B.C.



JBC-25
 WP & Y train #1, Kelly Lake, Yukon

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Upper Canada Railway Society

WESTERN STEAM TOUR

JUNE 25 - JULY 6 1981

12 DAY TOUR

(Six working days)

TORONTO - WINNIPEG - EDMONTON - VANCOUVER - DUNCAN - VICTORIA

SPENDING TIME ON:

PRAIRIE DOG CENTRAL

ROYAL HUDSON

6060

ESQUIMAULT & NANAIMO RLY.

TROLLEY TOURS ON:

EDMONTON TRANSIT

B.C. HYDRO TRANSIT

VISITS TO:

B.C. FOREST MUSEUM

DOWNTOWN VICTORIA

ITINERARY

DAY 1

Our party meets late in the evening in Toronto Union Station to board chartered sleeping cars on VIA Rail's "Super Continental". There will be a choice of bedroom roommate or upper and lower pullman berths. Passengers may join us later at Newmarket, Barrie and Orillia. Travelling on CNR tracks to Parry Sound and then CPR.

DAY 2

The "Super Continental" and the "Canadian" exchange cars early in the morning at Sudbury. We continue on the "Super" travelling on "Van Hornes Road" across the vast muskeg and forested lake and that is Northern Ontario. In the early evening we reach the north shore of Lake Superior where our train winds for hours along the tops of the rocky cliffs. It was this section of route that nearly bankrupted the CPR nearly 100 years ago when very heavy construction costs were encountered. At the end of the day we will be in Thunder Bay, with its huge grain elevators and for the rail enthusiast the Hawker Siddle plant where Toronto's new streetcars and in the past GO Transit's equipment was constructed.

DAY 3

In the morning we leave the forest and enter the Prairies. Shortly afterwards we leave the CP Rail mainline to re-join the CNR at Transcona. Less than an hour later we leave the train in downtown Winnipeg. Our party will transfer to the Hotel Fort Garry, which is very close to the station. After checking in, the rest of the Saturday is free to explore the city. As well as being close to the station, the hotel is only a short walk from the downtown shopping area and the Manitoba Legislature.

DAY 4

The first of our steam experiences is to spend the day with the Prairie Dog Central. This train, operated by the Vintage Locomotive Society, is Canada's only authentic turn-of-the-century train. It features 99 year-old 4-4-0 #3, built in Scotland by Dubs for the Canadian Pacific. Behind the engine is a string of open-window wooden cars of CPR and Canadian Northern origin. We have requested that a car be set aside for our use. The day will feature two round trips from St. James to Grosse Isle on CNR tracks. A lunch stop is scheduled between trips.

DAY 5

Our party leaves Winnipeg in the mid-morning on the "Super Continental". Again we will be in chartered sleeping cars. The train follows the CNR mainline across the northern prairies through Melville, Saskatoon and Biggar. These northern prairies are not as flat as those further south and feature such sights as the Quappell valley and the crossing of the Battle River in eastern Alberta.

DAY 6

Arrival in Canada's oil capital, Edmonton is in the early morning. A bus will be waiting to take us to the Hotel Macdonald. In the afternoon you are invited to join us for a trolley bus tour of Alberta's Capital City. The tour features a vintage Pullman vehicle which is part of Edmonton Transit's historic collection. We have requested that the city tour include a look at the Cromdale Shops, where the new Light Rapid Transit cars are maintained. Remember, Edmonton is a good place to buy things - no sales tax!

DAY 7 DOMINION DAY

We join ex-CNR 4-8-2 Mountain Type #6060 on its new operation out of Edmonton. At the time of printing it was not clear on which days "Bullet Nose Betty" would be operating. Should the excursion not run that day we are planning a substitute of using the VIA Rail diesel car to travel to Calgary to visit the live steam in that City's Heritage Park.

DAY 8

VIA Rail's "Super Continental", complete with full length dome car, leaves Edmonton in the early morning. Our party will occupy chartered sleeping cars. In the past GO Transit's equipment was constructed.

DAY 9

We arrive in Vancouver mid-morning and transfer by bus to the Holiday Inn, Harbourside. During the evening we have a trolley bus tour of the city and suburbs in a B.C. Hydro vehicle. Vancouver has the largest trolley bus system in Canada.

DAY 10 INDEPENDENCE DAY (USA)

From North Vancouver to Squamish and return on the "Royal Hudson" steam train. Ex-CPR 4-6-4 #2860 runs on British Columbia Railway tracks following the sea cliffs to the head of Howe Sound. The route abounds with trestles, tunnels and tight curves. The train features an open observation car from which photographers can use film after film on both the train and the scenery. Bus transfers will be provided to and from the hotel to the train.

DAY 11

A tour by bus, ship and rail of Vancouver Island. Leaving the hotel in the morning, our chartered bus will join the B.C. Ferry to Nanaimo and continue on to the B.C. Forest Museum at Duncan. This museum features a re-created logging railway which runs on a figure eight around the extensive grounds. Trains on the railway are operated by both a conventional or a Shea type locomotive. Other Shea locomotives are on static display. After leaving the museum, our bus will return us to Nanaimo where we take the VIA RDC over the Esquimalt and Nanaimo Railway to Victoria. Our bus will meet us at the station and take us downtown for an evening in British Columbia's Capital City. Return to the mainland is by the Swartz Bay - Tsawassen ferry.

DAY 12

Return to Toronto at mid-day by air from Vancouver (five hour flight). Bus transportation will be provided between the hotel and the airport in Vancouver and between the airport and downtown in Toronto.

Base Adult fare for this twelve day tour is \$1325 per passenger. This includes double hotel room occupancy and bedroom/roomette accommodation on the "Super Continental". Also included are all rail, bus, air and ship travel. Bus transfers will be provided between stations/airport and hotels where necessary. Park and museum admissions are included but gratuities and meals are not included (except for meal on return flight). For terms and accommodation options, see the attached fares and reservation form.

TOUR IS LIMITED TO FORTY PERSONS - SO RESERVE EARLY.



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Upper Canada Railway Society

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June 25th - July 6th 1981



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