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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.

Quote of the Month - (UCRS member and Director George Meek, in talking about the railfan hobby to a Buffalo Courier-Express reporter during the layover between the last runs of the TH&B Line Budd cars on April 25th): "I like trains, but I do not like the word "buff" because it also refers to nudity".

--Lorne Brisbin, CN Superintendent of Operations, told the Canadian Transport Commission March 24th Review Committee hearing at Newmarket that the service at Newmarket and other stations where agency positions are to be removed should improve after passengers begin to use the Toronto (Concord) Servocentre. A toll-free telephone service is available for the making of reservations, and tickets may be purchased on the train, by mail, or at any of four travel agencies in Newmarket. A representative of VIA Rail said that his company's intention is to hire a ticket agent to man the Newmarket Station from 6:00 to 7:30 a.m. on weekdays during peak travel periods. However, MP Sinclair Stevens told the hearing that he had tried to use the toll-free line on the morning upon which the hearing commenced but encountered a recorded voice telling him to "hold the line" and was then treated to a 15-minute concert of taped music. Other deputants told of similar frustrations after attempting to obtain information from the Servocentre, including one Bradford, Ont. resident who had called about train times at that community and had in reply been given the schedules for Brantford. At the conclusion of the 12-hour hearing, on the basis of which a decision on the Newmarket agency position will be handed down later, the Chairman observed "I'm somewhat sympathetic to the local population; I can appreciate how reluctant they are to give up their agent." On the date upon which the Newmarket agency was originally due to be removed (prior to the stay order pending the Review Committee hearing), in the fall of 1980, the train order signals disappeared from the station and have not been replaced, although the signals are still intact at Bradford.

--Dave Stalford

--The National Design Council has presented a 1981 Excellence in Product Design Award to Hawker Siddeley Canada Inc. in respect of the GO Transit bi-level cars.

COVER: Amtrak F40PH 342 accelerates the eastbound 'Maple Leaf' out of Toronto on the start of its 548-mile journey to Grand Central Terminal, New York City. Photographed on Sunday, May 3, 1981, just west of the site of the CNR Sunnyside Station, by John D. Thompson.



RIDING THE LAST RUN OVER THE TH&B LINE



by John D. Thompson

Saturday, April 25, 1981, was an appropriate day for a last run -- cloudy and cool. Many of the faithful were on hand to pay their respects and, in anticipation of this, VIA had added a third RDC to the normal two-car consist. This comprised VIA 6110, the original Budd demonstrator car; VIA 6106; and CP Rail 9021.

The UCRS was well represented by Art Eyres, with his wife, Lee; Peter Oehm, George Meek, Doug Wilson, Dave Stremes, and the writer. The presence of all the railfans aboard gave almost a fantrip aura to the run, and some of the other patrons must have wondered who these people were, carrying cameras and timetables, huddled together, discussing railroading earnestly and, hopefully, knowledgeably.

At 0835 the conductor gave the highball and we were off. I had chosen a left hand seat to enjoy the view of Lake Ontario and the climb up the Niagara Escarpment outside Hamilton. The first sight upon clearing the trainshed was CPR's John St. coach yard, now empty of passenger equipment except for a pair of business cars. Instead of the lines of elegant heavyweight sleepers, sleek 2200 class coaches, and gleaming stainless steel 'Canadian' equipment, the tracks now held work equipment, container flats, and the odd box car. The sight of CN's Spadina Roundhouse was much more inspiring, with the ready tracks lined with cab units in VIA's blue and yellow livery, RDC's, and switchers. Passing under Spadina Ave. bridge, we checked progress on the new underpass being built for rail traffic heading north-west over CPR trackage. GO Transit's new coach yard adjacent to Front St. was empty, awaiting the Monday rush period. In Spadina Coach Yard, the familiar black and white colour scheme which we had lived with for so long had given away almost totally to VIA's colours --an improvement, in this writer's opinion.

Next came Bathurst St., with brightly-painted TTC CLRV's rumbling across the bridge, venerable Cabin D, shabby and forlorn, its days numbered, and Fort York, a reminder of the town of long ago. Now we were accelerating on the high iron of the Oakville Subdivision, skirting the north fringe of the Canadian National Exhibition, noticing former Ontario Northland business car "Sir James", now owned by the Conklin amusement people, on the siding beside GO Transit's Exhibition Station.

On past Sunnyside, the tracks sweeping around Humber Bay in a grand arc, and through the endless suburbs to our first stop at Oakville. Before halting at the modern brick depot, a crew member came through the cars saying that there would be time for us to photograph the train. This was only the first example of the friendly atmosphere which prevailed all day with the different crews. Although this was the last run and they would be starting new jobs in freight service the next week (with the exception of the CPR conductor, who was retiring), they made their passengers welcome, in the grand old railroad tradition.

Scores of railfans were at trackside with cameras, particularly at Bayview Junction, that happy hunting ground of train photography for so many years. The vast expanse of Burlington Bay was to our left, as the train reached the junction with the CPR line to Guelph Junction. From this point onward, we were having our last daylight look at the TH&B Line once the train departed the CN tracks. Coote's Paradise (the Dundas Marsh) on the right still presented an attractive sight,

somewhat marred by the concrete wasteland of Highway 403. Near Dundurn St. the tracks diverge, those to the right continuing on to the TH&B's Aberdeen Yd. and, eventually, Brantford.

The RDC's' route was to the left, through an open cut and then tunnel to the TH&B's Hunter St. Station. There was ample time for photography, and even a TV crew got into the act! There was abundant evidence of how busy the station once was, in the form of the disused platforms and coach yard, now devoid of tracks. I thought back to the time of my first visit to Hunter St., on May 15, 1960, watching CPR Royal Hudson 2857 arrive from Toronto, on the occasion of an NRHS fantrip. Now, looking around at this superbly-located station, just a couple of blocks from the main downtown area, I could not help but hope that some other rail passenger use, such as GO trains, could be made of this excellent facility.

Then we were off again, Hamilton Mountain to our right, older residential neighbourhoods of solid brick homes, gradually improving in quality, on the left. At Kinnear Yard, CPR Mikado 5361, owned by the Ontario Rail Association, sat derelict and forlorn on a siding. Soon the Steel City was behind us, as our train rolled through the suburb of Stoney Creek. Approaching the Highway 20 overpass, a long line of TH&B's yellow boxcars was passed. Then came the most spectacular part of the journey, the long climb up the escarpment, looking out across the city and Lake Ontario. Cresting the summit, Train 182 continued through flat farmland to Smithville, not stopping at the attractive turretted frame depot.

A stop was made at Welland Station, which comprised a small waiting room in a corner of the yard office. This is a new building located a couple of miles outside Welland, built when the new tunnel under the canal was constructed a few years ago, with the resulting track relocations. Emerging from the tunnel, we crept along the last seven miles into Fort Erie over the former Michigan Central single track line, which has a 15 miles per hour speed restriction and reportedly is up for abandonment.

Coming into Fort Erie, several CN road switchers were in evidence at the adjoining diesel shop. There was a brief stop at the seedy red brick postwar ex-NYC station. Then across the Niagara River, whose waters still contained chunks of ice drifting past, on CN's International Bridge, a single track truss structure over a century old. Downtown Buffalo's skyline and Lake Erie were to our right. At Black Rock, at the eastern end of the bridge, we halted while U.S. Customs and Immigration people cleared the train. The two storey customs house and railway office building, a dark brick structure, bore the curious sign "Norfolk and Western-Grand Trunk-Canadian National". Possibly some of the yard tracks here are owned by the CN's American subsidiary. CN switchers cross the bridge occasionally to pick up cars. Black Rock is an interesting place, although like many places along the iron trail it has fallen on hard times. From the bridge, the tracks form a wye, one leg going north, the other south, joining Conrail's Buffalo-Niagara Falls line. The station here, demolished several years ago, was on the southerly leg. Several yard tracks have been lifted or disconnected.

Inspection completed, our train continued on the last leg of its journey, to downtown Exchange St. Station, following the river for about a mile. Ducking through a short tunnel beneath an expressway and Main St., Train 376 made its final arrival at the red brick building built in the mid-1950's to replace Terrace Station when the latter was demolished due to a highway project. Although Exchange St. was abandoned by the NYC in the early 1960's, it fortunately escaped

demolition, and was available for Amtrak to refurbish and reopen a couple of years ago. It's ideally located, right at the edge of downtown, just a block from the Memorial Auditorium terminus of the future (1984 opening) rapid transit line.

Waiting for our train was Amtrak's 'Niagara Rainbow' for New York City, which tomorrow would originate in Toronto as the 'Maple Leaf'. A number of people transferred from the RDC's to the Rainbow's Amfleet cars. After the Rainbow departed, the three Budds were parked in a siding near the station to await their 1740 return to Toronto.

The railfans then headed uptown for a bite of lunch, and a look at construction progress on the Main St. LRRT project. Returning to the station shortly after 1700, I was pleased to meet several friends from the Buffalo Chapter of the NRHS, who were making the final run, or seeing it off. Soon the headlight of the westbound Rainbow came into sight, and it pulled up to discharge the bulk of its passengers before continuing to Niagara Falls. Then, our RDC's reappeared, with CP 9021 leading. A fair-sized crowd boarded, and we were off.

This time, once the train swung off the Niagara Falls line at Black Rock, the fans knew that this was it -- the trackage that was passing under the Budds' wheels was freight-only. Across the International Bridge we went, through Fort Erie, then onto the 15 mph trackage in the gathering twilight. The gloom of approaching darkness and that sadness common to last runs was dispelled by the friendly TH&B crew. At Smithville station we paused for night photos; heading down the escarpment the brakeman dimmed the lights so we could savour the magnificent view, the lights of Hamilton twinkling like a fairyland. It was indeed sad to bid farewell to these genial railroaders at Hunter St. Station. Before leaving, the crew posed for photos in front of the train. Again, many local people, including several UCRS members, were on hand to pay their last respects to the Toronto, Hamilton and Buffalo Line. The CP crew boarded, and we were off, leaving the platforms with their dim yellow lights and the darkened bulk of the TH&B office tower behind as we swung into the tunnel.

More people were at Bayview as Train 184 left the now freight-service-only TH&B trackage behind after rejoining the CN. A fast run down the Oakville Sub. followed, and before we knew it the cavernous trainshed of Toronto Union was swallowing up the train. As we took a last look at the train before descending to the concourse, our sadness at its demise was lessened by the knowledge that the morrow would bring a new train between Toronto and New York, under the banner of VIA and Amtrak, bearing the historic name 'Maple Leaf'.

Goodbyes are not always forever, though. In this uncertain world, with fuel becoming increasingly scarce and expensive, with people returning to the depot in ever greater numbers, there may on some bright future day be a place for a restored high-speed service over the Toronto, Hamilton and Buffalo Line.

CN RECENT POWER SHIFTS

1260-1264 Ex-MacMillan Yd. (Toronto), presumably to Calder replacing the SW12's sent to Capreol.

1370, 1371 Ex-Symington to Capreol 1372, 1373 Ex-Calder to Capreol
 1375, 1376 Ex-Calder to Capreol 1504-1508 ex-Sudbury to Calder
 7029, 7033 Ex-Hamilton to MacMillan 7200 Ex-Calder to Hamilton
 7215 Ex-Prince George to Hamilton 7247 Ex-Kamloops to MacMillan
 8169 Out of service at Hamilton 8209 Out of service at Sarnia
 9178, 9179 Ex-London to Symington 9664-9667 Ex-MacMillan to Capreol

--Charles P. Randall

Southwestern Ontario Notes

BY BRIAN C. NICKLE

- VIA Rail has reduced the number of RDC's operating on the following trains from three Budd's to two, effective the last week of April:

No. 659, Toronto-London via Bayview; No. 661, Toronto-London via Guelph; No. 662, London-Toronto via Guelph; No. 664, London-Toronto via Guelph.

It was first rumoured that these two-car trains would operate only at off-peak periods, but during the first week of operation these schedules ran with only two cars right through the weekend, including Friday. On weekdays, these trains had been running at less than capacity, so the third RDC was removed. Apparently, VIA feels that two cars will be sufficient to handle traffic at the peak periods as well, but this route does tend to be busy on the weekends.

On Sundays, the equipment for the following trains has been reduced from three RDC's to two: No. 660, Stratford-Toronto; No. 667, Toronto-Stratford.

On weekdays, Toronto-Guelph-London Train No. 663, returning as No. 666, has been running with a conventional consist of two coaches instead of the normally assigned RDC's. On weekends, however, these trains are increased to three or four coaches to handle the increased traffic demands. If or when RDC's return to this schedule, there will probably be two assigned to it.

- The increase in passenger traffic over the Easter Holiday period resulted in conventional consists replacing the RDC's on several of VIA Rail's schedules along the Toronto-Guelph-London route. On April 16, 1981, VIA Train No. 661 operated with FPA4 6772, FP9 6541, a baggage car and eight coaches. No. 661, departing Toronto Union at 0750, ended up running 20 minutes late on the Thorndale Subdivision into London. No. 661's equipment returns to Toronto from London as No. 664 due to depart at 1205, but on this day it was 25 minutes late leaving London.

Later that same afternoon, VIA Train No. 665, departing Union Station at 1615 was assigned an FPA4/FP9 lashup with a baggage car and nine coaches, and, as is usually the case at peak periods, it ended up running 45 minutes late into London. This equipment returns to Toronto from London as No. 668, the last eastbound passenger train over the route each day. All of these trains normally had three RDC's.

April 16th was indeed an interesting day for train watchers along CN's Guelph and Thorndale Subdivisions, as included with the conventional passenger movements mentioned above, CN rerouted several Toronto-Sarnia freights over that route. In the morning, Train B411 operated with GP40-2W's 9460, 9472 and 9466 and 80 cars, while in the early afternoon, Train 415 was rerouted via Guelph also, with GP40-2W's 9642, 9415 and 9548 powering 91 cars. These freights were rerouted from their normal Bayview run by trackwork along the Dundas Subdivision.

On Easter Monday, April 20, 1981, VIA's Toronto-Guelph-London trains Nos. 661/664 were again equipped with a conventional consist, this time with RS18's 3114 and 3108 heading a steam generator, baggage car and three coaches.

- On April 28, 1981 VIA Rail Toronto-London Train No. 663 was delayed with trackwork along CN's Halton Subdivision, and then experienced an engine problem on the grade at Limehouse on the Guelph Subdivision, which left it running 42 minutes late out of Guelph. Due to the engine

problems, GP9 4521 was added to the train at Stratford, and it left there 51 minutes late. The GP9 was left on the consist, along with the crippled RS18 3121, to return the equipment to Toronto as Train No. 666, departing London at 1630. On this day, No. 663 had been assigned conventional equipment consisting of a steam generator, baggage car and two coaches.

- It is interesting to note, with respect to the last item, that late-running VIA Rail trains have been quite common on the Toronto-Guelph-London route this past spring. In fact, Train No. 661 was not on time once entering the Thorndale Subdivision for its final leg into London during April. At the same location, Train No. 663 was on time only twice in the same month. The delays can be blamed mainly on trackwork (i.e., single track operation at times on the Halton Sub.) and engine problems encountered en route.

- In the second week of April, Canadian National moved four new locomotives built at the GMD plant from London to Sydney, Nova Scotia. These units were GP38-2's numbered 200 to 203 destined for the Devco Railway.

- On March 31, 1981 four more NdeM locomotives, Nos. 9534, 9535, 9536, and 9537 departed Montreal for Sarnia on CN. These units were part of the order placed with Bombardier for 72 engines, for three Mexican railways.

- Over the first weekend of operation, the base consist for the newly-created Toronto-London-Toronto, Friday-and Sunday-only Trains Nos. 669 and 670 was three RDC's. These trains are not exactly a new idea for the Toronto-London corridor, but represent really the return of the former "Tempo Special" Nos. 165 and 166, which ran with conventional equipment instead of Budd's, and stopped at Brantford. The "Tempo Specials" were abolished effective October 27, 1979, and the return of this special Friday/Sunday service must be welcomed by patrons of the busy Toronto-London route.

- The base consist for the Toronto-Sarnia-Toronto Trains Nos. 681 and 682 has been two RDC's at non-peak periods, increasing to three (or more) on the weekends, during the first week of operations. These RDC trains, of course, replaced the former conventionally-equipped Nos. 82 and 87 on that route. Passengers using No. 681 (the former No. 87) have now lost the benefit of the cafe-bar-lounge cars, and will have to settle for the meagre offerings from the RDC "brown-bag" snack counter, with no liquor service. It is a major disparity in the VIA system that passengers on RDC trains in Nova Scotia and New Brunswick enjoy liquor service, while passengers in Ontario riding in RDC's (many of which are unrefurbished and shabby) do not.

- A strike which has shut down operations at the Goderich salt plant on Lake Huron has resulted in the temporary reduction of Canadian National's wayfreight No. 511, operating to Goderich from London East via the Exeter Subdivision, and returning through Stratford. Train 511 has been running only three times a week since the strike began, as opposed to its regular daily service. Without the salt business, 511's train length has been severely reduced; for example, on May 1, the wayfreight departed Goderich with three GP9's and only eight loads and eight empties.

CP Rail's Hamilton-Goderich wayfreights have been running with much shorter trains as well. On May 1, the Hamilton-bound Goderich Sub. wayfreight departed Guelph with RS18 8770, S3 6538 in old paint (the Guelph yard engine) and only two cars.

- London Observations: On May 3, 1981, Windsor-Toronto Train No. 424 on Canadian National operated with an unusually long train of approximately 135 cars. To give an idea of the extreme length of 424 (which

had a large number of 89-foot auto carriers in its consist, when the head-end stopped for its crew change at London East, the tail-end was still out past Ridout St. in London's west end! Also on May 3, an east-bound CN Sarnia-Toronto freight (probably 414) was seen at London with 10 engines (a combination of GP40-2W's, GP38-2's and M420's) and three vans, obviously moving equipment back to MacMillan Yard.

Letters

Dear Mr. Westland:

A subject that might be of interest to readers of UCRS publications is that of miniature railways; not live steam models, but the equipment that was built for amusement use and usually found in parks. The classic example was the 15-inch gauge train that was at Springbank Park, in London. To the best of my knowledge, that was the very last commercial use of the Cagney Brothers Class D 15-inch gauge equipment anywhere. It was a shame that this equipment didn't reach the hands of enthusiasts who would preserve and exhibit it. Instead, it got a rather crude conversion to gasoline power.

I have recently acquired a Xerox of a photograph of a 4-6-2, lettered for the Hanlan's Point R.R. A copy of the copy is enclosed. I am seeking more information and maybe a photograph. This locomotive appears to be without some of the vital parts of a steam locomotive, and so it may well have been powered by a gasoline engine. The only Hanlan's Point that I know of is the one near you. Older UCRS members may remember this engine in service. I didn't get to Toronto until after all regular street car service was with PCC's, all regular use of steam locomotives had ended, the Springbank Park 4-4-0 had been de-steamed, and the Island's miniature railway was powered by an imitation.

I wish to take this opportunity to thank everyone concerned with the UCRS publications, which are always very well done and are greatly appreciated.

Cliff B. Shirley, UCRS No. 2614,
Prairie Village, Kansas, U.S.A.

(Editor's Note: The print forwarded by Mr. Shirley, which unfortunately is not capable of reproduction, does indeed portray an impressive looking Pacific type locomotive, apparently of free lance design, mounted on a length of track only sufficient to accomodate engine and tender, in front of what appears to be a board fence. Gauge is difficult to estimate, but it is probable that it is less than 15-inch. No number is visible, but there is an oval builder's plate mounted on the cab side directly under the window. A mystery lies in the lettering on the tender which, as Mr. Shirley says, reads HANLAN'S POINT R.R. The locomotive is certainly not the gasoline powered unit (steam locomotive configuration) which was used latterly (pre-World War II) on the amusement park railway at Hanlan's Point (north of the ferry docks). A second railway is believed to have existed at Hanlan's Point (south of the ferry docks), although the Editor is not aware of its purpose nor of the nature of any equipment used on it. Can any reader shed any light on the matter?)

Dear sir:

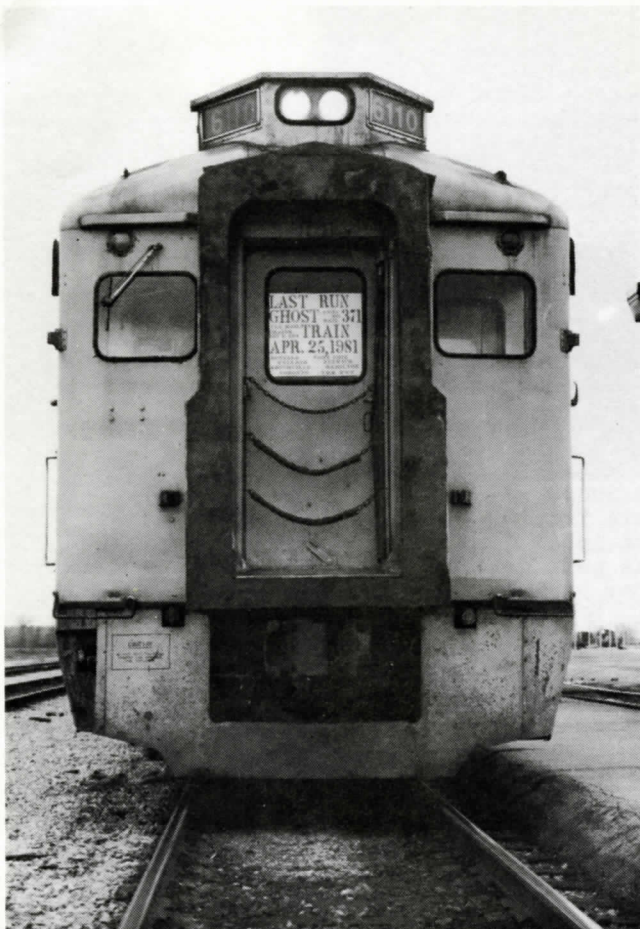
(The CN) roster in the April issue makes the Newsletter look foolish, to say the least. Do you want an accurate publication with some credibility or just another railfan error-filled amateur sheet? Re the cover and Pages 11 and 12: Could you get a few more street car photos?

NAME WITHHELD

b.C. news

from Mike Mastin

- The Federal Court of Appeal has lifted an injunction preventing CN from suing Nisshin Kisen Kaisha Ltd., owner of the ship Japan Erica until after 17 other claimants are ready to proceed. The ship rammed the Second Narrows Bridge at Vancouver on October 12, 1979. CN had appealed the injunction, stating that it might delay the outcome of the case for several years.
- VIA Rail has placed sizeable colour advertisements in the press recently promoting the Victoria-Courtenay RDC service under the heading "Discover the Beauty of Vancouver Island on VIA's Scenic Route". The ad points out that the schedule is convenient both for a day's outing from Victoria and for an overnight stay at Courtenay. The schedule for the runs was adjusted to one hour later between mid-March and April 10th because of trackwork on the E&N line by CP Rail.
- The E&N Dayliners are normally driven by one of two brothers, Don and Al MacLachlan, of whom the former is active in the British Columbia Railway Historical Association and has produced a booklet entitled TRACKSIDE, a guide to the railway. The conductor distributes copies to interested passengers. The booklet includes such information as the fact that Sir John A. Macdonald drove the last spike on the line in 1886 at Cliffside Station and that the town of Duncan was named after William Chalmers Duncan, a local farmer, whose name was immortalized when the original Duncan station site was so named.



--photo by John D. Thompson

Adorning the front of VIA Rail RDC 6110 on the last run over the TH&B was this sign made by Bob Gayer of New York City. Welland Station was the scene for this photo by John D. Thompson.

The eastbound 'Maple Leaf' crosses the Niagara River at Niagara Falls, on the CNR bridge, April 27, 1981. The classic LV business car 353 makes an odd but altogether appropriate contrast to the Amfleet cars.



Ex-Lehigh Valley R.R. business car 353 is shown at Toronto Union Station, April 26, 1981. The car brought up the markers on the second eastbound trip of the revived "Maple Leaf" on April 27. The all-steel car, built in 1916, is now owned by Lehigh Black Diamond Ltd., a group of railfans in the Syracuse, N.Y. area, and has made numerous trips around the U.S.

--photo by John D. Thompson



CP Rail 1518, one of seven GP9's remanufactured at Ogden Shops, Calgary in 1980 as class DS-17 yard switchers, at Parkdale Yd., Toronto, April 27, 1981. It has been on trial there since April 3, 1981, and is due to work at Lambton Yd., Toronto, next as part of the trial operations to determine these units' suitability for various assignments.

--photo by John D. Thompson



--photo by Ron Lipsett

CP Rail Air Repeater Car 1100, ex-FA2 4085, Toronto Yd., March 25, 1981. Retired as locomotive September 15, 1977, outshopped Angus January 31, 1978 as air brake test car. Traction motors removed but unit retains original 244 prime mover to operate air compressor. Used in winter to supply air from mid-train position to enable longer trains to be operated in low temperatures, chiefly in Northern Ontario.



The TTC's Kennedy Subway Terminal, in late April, 1981, with the sides and roof for the Scarborough LRT platforms nearing completion. View looks north-east towards Eglinton Ave. --photo by John D. Thompson

- A judge of the B.C. Supreme Court has awarded \$27,130 in damages to the West Coast Railway Association, against Pacific Tours Ltd., for the latter's failure to keep a leased steam locomotive in proper condition. The 1929 Baldwin had been leased in 1971 and was operated by the tour company in 1972 and 1973. The judge said the operation was a "financial disaster" and that the locomotive had been stored at Ladysmith, B.C. for a year, during which period it became "badly corroded and perforated by rust". The WCRA ultimately repossessed the locomotive and brought suit against Pacific Tours.
- Charles Pike, CP Rail Vice-President of Operations and Maintenance, told a meeting of the Canadian Institute of Traffic and Transportation that the company is still looking to electrification through the Rocky Mountains in an effort to cut fuel consumption. He asserts that any such program would require government funding. The company spent \$145 million on about 910 million litres of diesel fuel in 1980, with 1981 cost and consumption figures expected to reach \$200 million and 980 million litres respectively; as recently as 1972 the same amount of fuel would have cost about \$32 million. Fuel conservation will result from double tracking at three locations in the Rocky Mountains, two of these now being complete. The company has already instituted reductions in fuel consumption by way of improved fuel system maintenance, component redesign, reduced locomotive idling, replacement of friction bearings with roller bearings on freight cars, and improved train handling. Mr. Pike said that CP expects its total rail business across the country to increase by about 60% over the next 10 years, with most of the growth occurring in the West. In the face of this, the company expects some fuel shortages in the future and that the quality of diesel fuel will decrease. Electrification, thus, may be the only way out of the anticipated dilemma.
- The B.C. Government is negotiating with CN the purchase of a 66-mile section of right-of-way between Victoria and Cowichan Station, B.C. for future use as a transportation corridor (possibly LRT). Increasing traffic on the Island Highway is prompting consideration of the future installation of a transit facility along the right-of-way, which has been disused for some time, with a number of bridges now being missing. The line starts in downtown Victoria and meanders through the Western Community as far as the boundary of Sooke before turning northerly to run up the centre of Vancouver Island to Cowichan, beyond which it continues to Youbou, B.C., north of Cowichan Lake. The town of Sooke plans to zone the right-of-way as a "transportation corridor". Capital Region District Chairman Murray Glazier, while supporting eventual use of the CN line for what he terms a "light rail commuter service", is also interested in its interim use as a bikeway and hiking route.
- Effective May 4th the British Columbia Railway placed the following schedules in effect (as advertised in the press):

Daily Service Between North Vancouver and Lillooet:

Lvs. North Vancouver 7:30 a.m. Arr. Lillooet 12:35 p.m.
 Dpts. Lillooet 3:25 p.m. Arr. North Vancouver 8:30 p.m.
 Service beyond Lillooet to Prince George will be northbound on Mondays, Thursdays and Saturdays:
 Lvs. Lillooet 12:40 p.m. Arr. Prince George 8:30 p.m.
 Southbound service from Prince George on Tuesdays, Fridays and Sundays:
 Lvs. Prince George 7:30 a.m. Arr. Lillooet 3:15 p.m.
 Lvs. Lillooet 3:25 p.m. Arr. North Vancouver 8:30 p.m.
 Food service will be available on all trains operating between North Vancouver and Prince George. Reservations will be required for all seats on the trips from North Vancouver to Prince George and return. Reserved seats will not be required between North Vancouver and Lillooet.

CORRECTIONS - CLARIFICATIONS - ADDITIONS

The Editor would much prefer that this section never be required to appear in the Newsletter. Regrettably it is not only necessary this month, but the list is embarrassingly long. A plea goes out to members, particularly those who are contributing motive power news, to check numbers, classes, builders' model numbers and other technical data against all available records; where uncertain of facts, please do not resort to guesswork. It is better that information not be published at all than for it to be published incorrectly - please keep in mind the accuracy that will be demanded by future researchers. Let this plea in no way dissuade members from submitting news and data - contributions are always welcome, but the Editors and the membership at large would appreciate every effort being made on the part of contributors to attempt to ensure that material is correct.

For openers, two belated corrections: Newsletter 363 (January 1980); the UCRS membership number of the late Audubon Andrew Merrilees is 19, not 17 as stated.

Newsletter 370 (August 1980): Page 13, VIA Rail RDC rebuilds: No. 6124 (ex-CPR 9049) is the subject of Note A which should read "Originally Duluth, South Shore and Atlantic 500; acquired by CPR May, 1958".

-And now for the somewhat disastrous April 1981 issue: The CN motive power roster, which came from an official source, continues to list Road Passenger and U.S Lines locomotives, presumably for company reasons. The former were, of course, sold to VIA Rail some years ago, while the U.S. lines were sold to the Grand Trunk Corporation some 10 years ago. Switchers 8082, 8084 and 8199 are off the roster; they have been remanufactured with new Caterpillar 975 H.P. diesel engines and new generators, and have been renumbered 1000-1002 (1000 outshopped in November, 1979).

-New units received (not included in roster) are: 5812-5831, GP38-2, 1st quarter 1979; and 5832-5836, GP38-2, 1st quarter 1980.

-Units received from the Rock Island Railroad (ex-4368-4379: lease assumed by GT) are 5850-5861, GP38-2, 4th quarter 1980.

-Many units have changed assignments as among the DW&P, CV and GTW.

-Page 15: References to model F7A(M) should be F7AU, as units were upgraded from 1500 H.P. to 1750 H.P. when remanufactured by CN.

-MILW 63A and 104A are FP7A model, not F7(A). At least the unit numbers were correct.

-NdeM order is M-424 2400 H.P. (not M-420 2000 H.P. as stated).

-The Buffalo Budd car runs were 181 and 184, not 50 and 51; the name "Starlight" should be spelled "Starlite" (on the CPR, that is).

-CP Air Repeater car 1100 (ex-4085) does have a prime mover, and it is used to operate an air compressor (original 244 diesel engine); however, it does not have traction motors as it was retired as a locomotive.

-Page 16: CN 5700-5703 (ex-NAR 401-404) are class GF 620; 211 is ex-208 rebuilt previously; 311 and 312 were originally CN 1072 and 1077, bought from CN previously and have now reassumed these numbers.

Page 17: There is no VIA Rail Budd car numbered 6010; the reference is to 6101.

--After some years of negotiations, CN has sold 20 acres of surplus waterfront land and 7.3 acres of water lots to the City of Barrie, Ont. for \$700,000. The railway has retained the option to buy the property back if the city decides to permit its use for commercial development.

FIRST RUN OF THE VIA-AMTRAK 'MAPLE LEAF'

by John D. Thompson

It had been a short night after arriving back at Toronto Union Station aboard the final passenger run over the TH&B. I'd gone over to the nearby Bayfront Restaurant with some friends from the Buffalo Chapter, NRHS, for a late snack, so, what with losing an hour due to Daylight Saving Time, it was after midnight by the time I got home.

Fortunately railfans can keep going on enthusiasm, so I didn't have trouble getting up a few hours later. I picked up my friend Don McCartney at his home in North Toronto and, while driving down Avenue Road, we spotted Wilf Walker, President, Transport 2000, Ontario, at a trolley coach stop, and offered him a lift. As we walked down Simcoe Street towards the station after parking, we saw a sight to gladden the heart of any passenger train aficionado--Lehigh Valley business car 353, spotted on the private car track. Amtrak had borrowed this beautiful car to bring up the markers on tomorrow's press run for the media and dignitaries. This gesture was entirely typical of the flair with which the new service was launched. No doubt 353 had been on the tail end of the original LV-CNR Maple Leaf many times. We lost no time in photographing the handsome car, resplendent in the early morning sunlight. The 353 had been brought over from Syracuse the night before. The consist of the 'Maple Leaf' had operated in service as far as Niagara Falls, N.Y., then deadheaded to Toronto on the timecard of VIA Train 643-644 from Niagara Falls, Ont., towing that train's RDC's.

This morning the 'Maple Leaf' (which is Train 64 eastbound, 63 westbound) was on Track 11 at Toronto Union Station. It consisted of F40PH 344, a baggage car, and six Amcoaches. Although I'd viewed the Amtrak display train here two weeks earlier, it was still a startling sight to see the distinctive equipment within the familiar confines of Union Station. Like yesterday, the proceedings had a festive air, but a happier one, since this was a first run, not a last run. Many of the faces were the same. Climbing aboard, Don and I chose seats on the south side, the better to view Lake Ontario while leaving Toronto. I'd ridden in Amcoaches before, but each time I enter them I'm struck by the unfortunate resemblance to the claustrophobic confines of an airliner cabin. Presumably this was intentional on the part of the designers, to make former airline passengers feel at home, but they obviously didn't realize that one of the reasons people prefer trains is for the spaciousness which is absent from planes and buses. Hopefully the new order of single level passenger cars currently under construction at Budd will not suffer from the aforementioned shortcomings.

Shortly after 0905 the conductor gave the highball, the engineer opened the 344's throttle, and the 'Maple Leaf' was in motion. Again, we were gliding past all the old familiar sights, but seen for the first time through an Amcoach window. I must say that the cars rode quite well over the superb track of the Oakville Sub. -- far better than, say, CN's inferior Tempo cars. Like yesterday, the fans were again at trackside, cameras recording the historic run. Soon we were swinging around Burlington Bay in a broad arc, through the CN yard, and slowing to a halt at James St. Station. This is a rather sad place these days, with several of the stairways closed, and freight cars stored on several of the tracks. The arrival of the 'Maple Leaf' brings back a touch of big-time railroading to this this classic structure. Soon our train was underway again, passing the old industrial areas of east Hamilton. Before long we were in open country, enjoying a fast ride over the splendid track of the Grimsby Sub. Streaking through the orchards of the fruit belt, the blue waters of Lake Ontario were visible to our left, the ridge of the Niagara Escarpment to the right. Grimsby Station, with its distinctive Grand Trunk turret, was soon reached. The station had been converted into a gift shop several years ago, with boxcars parked on nearby sidings in use as snack bars, etc. At Jordan Harbour bridge, that old standby photo location from innumerable steam trips, several fans were in position, eyes glued to their viewfinders. Then came St. Catharines, with its sprawling brick station on the edge of town, where CNR passengers connected with NS&T interurbans long ago, followed by Merriton, the station still standing, past endless rows of boxcars, across the Welland Canal and then the Queen Elizabeth Way, climbing gradually, then slowing down as we rolled through CN's Niagara Falls yard.

Coming to rest at the CN station, I noticed that this venerable 19th century structure is now painted a dreary shade of utilitarian green--better it should be repainted in its 1950's red, or not at all. A sizeable crowd was on hand to view the train. After a lengthy pause here, our train eased across the CNR bridge spanning the Niagara River. We stopped at the east side of the bridge with the rear of the 'Maple Leaf' still out on the structure, while the Customs officers went through the train. Looking down into the river gorge, the right-of-way of the Niagara Gorge R.R. (Great Gorge Route) was quite evident, obliterated here and there by rock slides. This double track line, which used open bench trolley cars, was abandoned in the mid-1930's. The customs inspection was fairly lengthy, due to a reported shortage of officers on hand. Finally the train proceeded slowly eastward to the Amtrak station at Hyde Park Rd., Niagara Falls. We were fortunate in having UCRS member Jack Weber, of Niagara Falls, N.Y. in our car to describe the previous layout in by-gone days of the yard to us. The present Niagara Falls station is in the ground floor of the former Lehigh Valley freight office, a red brick postwar structure. This facility was opened in 1978 when passenger service was restored to the Falls after an absence of almost 20 years. Formerly, NYC trains stopped at the Falls St. station downtown. This building was demolished circa 1961 and several miles of track through the city--from Suspension Bridge to the southern outskirts--were removed and replaced by a new belt line around the city.

From the new station our train proceeded eastward about two miles to the junction with the Falls Road, the Conrail (ex-NYC) line to Rochester via Lockport. Beyond this junction, which is outside Niagara Falls, the 'Maple Leaf' followed the belt line around the perimeter of the city, rejoining the original line beside the Niagara River several miles further on. Since this was new mileage for most of us, we were particularly alert on this stretch. The line passed through the community of Tonawanda, paralleling the old Erie line to the Falls for awhile. Much of the line passed beside old factory areas alongside the river. In due course we were passing the junction at Black Rock, which we'd gone through on the RDC's yesterday, then the 'Leaf' was coming to a stop at Exchange St., where a large crowd waited. Continuing eastward through Buffalo, we passed through Central Terminal, formerly the main passenger station until a couple of years ago. Now, most of the tracks were filled with stored Amtrak 'E' units and passenger cars, most likely awaiting scrap. The station proper is privately owned with the huge concourse being rented periodically for trade shows, festivals, etc. Reportedly Conrail's CTC panel for the area is still situated here.

The other Buffalo station stop was at suburban Depew, at a new station erected by Amtrak, about the size of the former CPR Leaside station. However, our destination was Rochester, some 50 miles eastward, where we could detrain and await the westbound 'Maple Leaf'. The ride along this section was passenger railroading par excellence -- high speed, smooth running on a recently renewed roadbed with welded rail. It now being past lunchtime, we ventured into the Amcafe and sampled some Amchow.

Of my microwave-heated Amburger, at least it was of a good size. In this car the serving counter, where you place your order, is in the middle of the car, and there are tables to which you can take your food. Just before Rochester, the tracks crossed the Genesee River gorge on a high bridge, a favourite spot for pictures. Rochester, too, has a new station, located downtown on the site of the old NYC depot. It's a spacious, attractive facility, well-filled with people. During our layover a couple of Rochester railfans whom we had met on the train drove us over to the Chessie System round-house and engine terminal (formerly belonging to the Buffalo, Rochester and Pittsburg) and to that railway's ornate red brick station (now a restaurant) and freight shed, on the edge of downtown.

The westbound 'Maple Leaf' was down about 30 minutes, evidently due to several hundred college students having boarded at New York for points west. Fortunately there were the extra cars in the consist being deadheaded to Toronto for Monday's press run in which the unexpected crowds could be accommodated. Although our train made good time back to Buffalo, slow running through Central Terminal, and a speed restriction outside the Falls, combined with a very lengthy service stop at the Amtrak station and a Canadian Customs delay, combined with the earlier downtime to put us into Toronto some 90 minutes late. This was a sad beginning for the new service, and points out all too clearly how low railroad performance has sunk in recent years. At one time, when a railroad launched a new train, everything was planned and double-checked down to the last detail, and woe betide the official in charge if things went wrong. Unfortunately, VIA and Amtrak don't have the same total control over the situation, and the railways don't seem to be concerned too much about passenger trains. On a brighter note, the Amcoaches seemed to be a big hit with Canadian riders, and certainly the Amcafe is welcomed by Niagara Falls-Toronto passengers after 20 foodless years.

The next morning I was again aboard the 'Maple Leaf', representing the UCRS on the press run. On hand were such dignitaries as Minister of Transport Jean-Luc Pepin; Deputy Premier Robert Welch; MPP Margaret Scrivener; VIA Rail Chairman and President Frank Roberts; and Amtrak President Alan Boyd. Extra coaches and a second Amcafe car had been added for the media, who were there in force. The VIP's rode in the LV business car. At James St. Station we were met by the Mayor of Hamilton, wearing his chain of office.

It was at Niagara Falls, Ont. that the first of the dedication ceremonies was held. Mr. Welch broke a bottle of Ontario champagne across the 353's coupler, while Mr. Roberts christened the train with a bottle containing water from the Canadian side of the Niagara River. Similar ceremonies took place on the American side, involving the U.S. officials. During their brief speeches, the dignitaries referred to the vital link which was now established by the 'Maple Leaf' between two great cities and countries. After hurrying down to the river's edge for a photo of the train on the bridge, I returned to Toronto aboard one of the buses which had been chartered for the media.

Epilogue -- Although some pessimism has been expressed in the press and in railfan circles about the anticipated longevity of the new train in the face of the Reagan Administration's threatened Amtrak cutbacks, it seems likely that the service will survive such a purge. For one thing, the train is partly funded by New York State, and in any event the New York City-Niagara Falls route comes under the "corridor" category which would be a good argument for retention. In addition, since it is a joint service with VIA, and in view of the hoopla surrounding the train's debut, it would be rather embarrassing for the Americans to drop the train just six months later. Certainly the service has been well promoted by both operators; if only the Customs and other operating delays can be eliminated to provide reliable arrival times. At any rate, the 'Maple Leaf' represents a great step forward for passenger train travel. Let's hope that a through Toronto-Detroit-Chicago service is on the horizon.

CN DERAILMENT DISRUPTS SERVICE ON THE TORONTO-LONDON CORRIDOR



by Brian C. Nickle

Shortly before 9:30 a.m. on May 6, 1981, Canadian National Sarnia-Toronto Train 410 derailed at a point near Paris West on CN's Dundas Subdivision. A total of 31 freight cars, some including dangerous commodities, left the rails, and the resulting pile-up of wreckage blocked both mainline tracks, completely disrupting CN freight and VIA rail operations along that busy Toronto-London route.

On May 6, VIA trains Nos. 71 and 81 were turned back to Toronto from Brantford, and buses used to transport their passengers. VIA Toronto-London via Stratford Train No. 661's equipment and crew were sent right through to Sarnia from London to complete No. 81's schedule. No. 664, a London-Toronto via Stratford train, operated with Windsor-Toronto Train No. 74's equipment, and handled No. 664's stops enroute to Toronto. Other VIA Windsor-bound trains such as Nos. 73 and 75 ran as passenger extras via Stratford, while Trains Nos. 77 and 85 were combined out of Toronto as far as London, operating with No. 77's equipment. At London, No. 77 continued to Windsor, while passengers for Sarnia were bussed. This format was to be followed for the next four days while the wreck was cleaned up. The Windsor trains ran via Stratford, while most of the Sarnia schedules were cancelled, and passengers bussed between London and Sarnia to connect with the Windsor trains. CN freights were also rerouted on May 6, with Trains 422, 390 and 415 operating through Stratford.

On May 7, VIA ran Trains Nos. 661, 71 and 81 combined as one, using No. 71's equipment as far as London, where No. 71 continued on to

Windsor, and Sarnia passengers were bussed. As on the day before, No. 74 operated as No. 664 from London to Toronto, and Nos. 77 and 85 were operated as one train with No. 77's equipment from Toronto to London. The other schedules operated as passenger extras via Stratford. CN freights to be rerouted on May 7 included 393, 411, B411, and 425 westbound, and 416, 424, and 392 eastbound. On this day, VIA's Toronto-Sarnia-Toronto Trains Nos. 681 and 682 also ran via Stratford. Long delays and very late passenger trains were common while the schedules used the alternate route, and many departure times were adjusted in Toronto when trains ran combined as one. Many of the Windsor trains ended up several hours late arriving at Windsor, or back in Toronto. The regular VIA passenger trains running via Stratford also ended up late due to the frequent meets with rerouted freights and passenger extras on the Guelph and Thorndale Subdivisions.

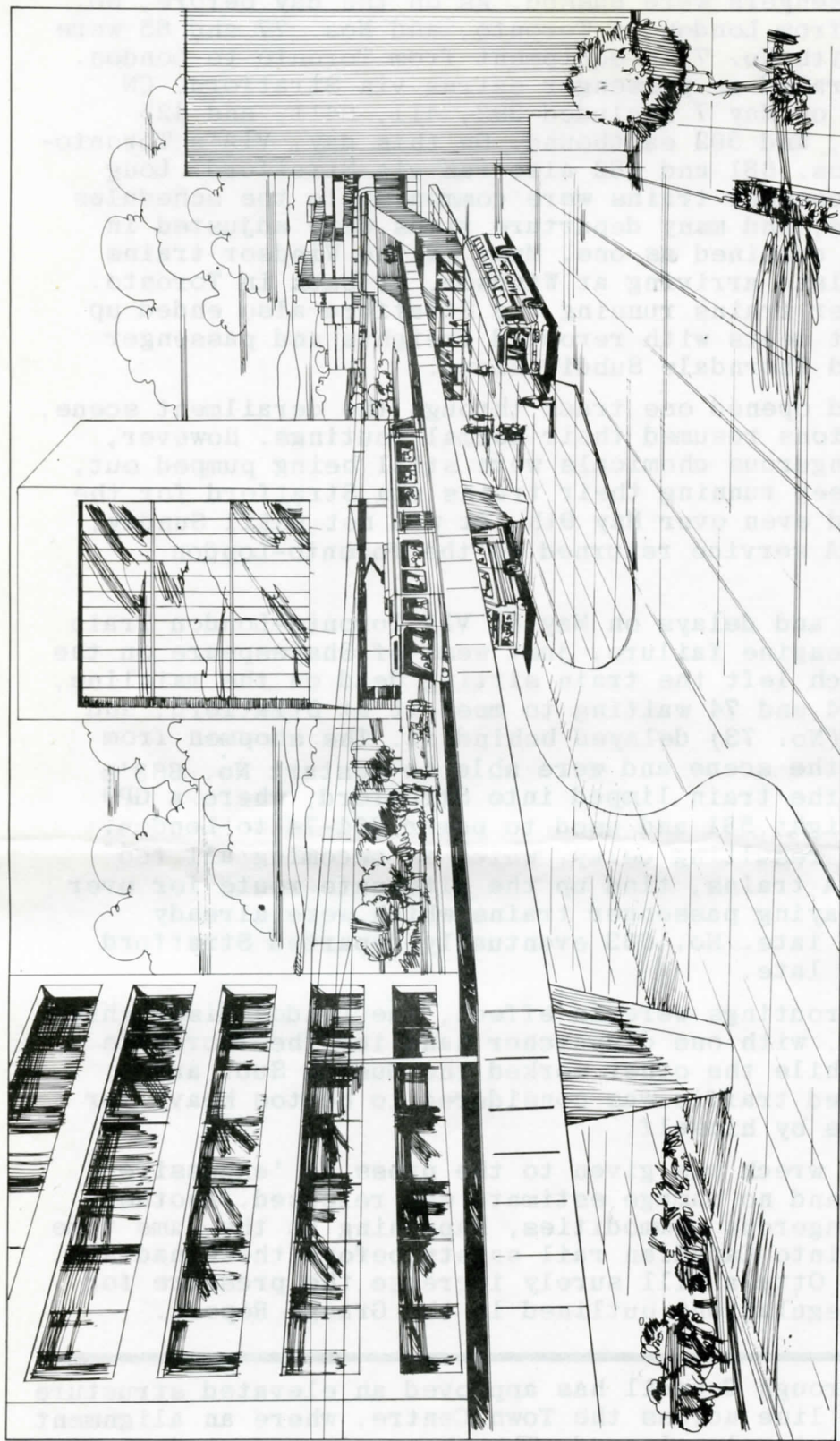
By May 8, work crews had opened one track through the derailment scene, and CN's freight operations resumed their normal routings. However, several tank cars of dangerous chemicals were still being pumped out, and VIA was forced to keep running their trains via Stratford for the duration of May 8th, and even over May 9th. It was not until Sunday, May 10th that normal VIA service returned to the Toronto-London corridor.

To add to the confusion and delays on May 8, VIA Toronto-London Train No. 663 experienced an engine failure, just west of Shakespeare on the Guelph Subdivision, which left the train sitting dead on the mainline, with a combined Nos. 664 and 74 waiting to meet it at Stratford, and with a passenger extra (No. 73) delayed behind it. The shopmen from Stratford drove out to the scene and were able to restart No. 663's engine, RS18 3117, and the train limped into Stratford, where a GP9 was removed from wayfreight 581 and used to power 664-74 to London. This engine failure and resulting delay, which is becoming all too common these days on VIA trains, tied up the alternate route for over 45 minutes, further delaying passenger trains which were already operating several hours late. No. 663 eventually departed Stratford one hour and 51 minutes late.

During the time that reroutings were in effect, the London dispatching desk was split into two, with one dispatcher handling the Thorndale Sub. and branchlines, while the other worked the Guelph Sub. and Fergus Sub. The increased traffic was considered to be too heavy for one dispatcher to handle by himself.

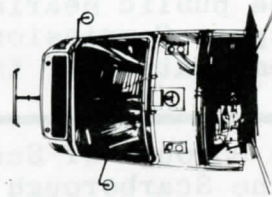
A possible cause of the wreck was given to the press as 'excessive speed' by the railway, and no damage estimate was released. Another derailment involving dangerous commodities, happening at the same time as the public hearings into Canadian rail safety before the Canadian Transport Commission in Ottawa will surely increase the pressure for implementation of the regulations outlined in the Grange Report.

● The Borough of Scarborough Council has approved an elevated structure for the Scarborough LRT line across the Town Centre, where an alignment in a trench had been previously planned. The change is expected to result in a saving in construction costs in the order of \$4 million. The Council, however, wanted to tack the \$4 million right back on again, representing the cost of a grade separation at Midland Avenue. The TTC has told the Council that grade separation at this point is not justified, and that the Commission wishes to demonstrate the practicality of a level crossing with pre-emptive green signal for the LRT line at this point. The TTC evidently feels that this demonstration is important to prove to politicians and others that a substantial part of the flexibility and economy of LRT can lie in not having to grade separate in all situations.



Above is an artists' rendering of the appearance of the Town Centre Station on the Scarborough LRT line, as part of the elevated structure which is to cross the Scarborough Town Centre in an east-west alignment, in place of the originally planned open trench construction. This drawing, which also appears in the recently issued "Progress Report No. 2" for the new transit line, looks south-west and also shows the platforms for the feeder bus routes below the LRT structure. A future bus station for GO Transit and other intercity bus services is also planned for this location. Several further major buildings are expected to be developed adjacent to the line in the Town Centre area.

--Drawing courtesy TTC



• The Ontario Electric Railway Historical Association has obtained the well-preserved body of TTC two-man Large Witt 2984, which had been used as a cottage in the vicinity of Penetanguishene, Ont. The hope is to acquire also the body of a matching Harvey (three-door) trailer in order that the Halton County Radial Railway Museum may one day see the reincarnation of one of the classic operations of Canadian electric railway history, that of the three-man Toronto Peter Witt train.



UCRS and other events and activities

by Ed Campbell

--The Society will have a booth at the Beaverton Steam Show this year, located in the arena at the Beaverton Fairgrounds, from Friday, July 3 to Sunday, July 5 inclusive. A very good view of the CN Bala Sub. can be had from the show, as well as the steam tractors, etc. which will be on display. Any members willing to assist at the show may contact Jim Walther at (416) 294-2737. Your help will be welcome.

--Some further information is now available about the Car 13 (Cape Race) trip to Northern Ontario leaving Toronto Union Station at 2125 on Sunday, Sept. 13 and trailing the Northland, No. 129 for Cochrane and on to Moosonee via the Polar Bear Express. Returns to Cochrane to Porquiss to Timmins, with further side trips via freight service, arriving back in Toronto on Sat., Sept. 19 at 0810 via the Northland. Most meals included. The freight service trips will include stops at various mines in the area. Watch for prices and further details later. This will be a beautiful time to see Northern Ontario.

--Apologies are due to Gerry Sturgess whose name was unfortunately omitted from the list of those members who helped at the Sportsmen's Show booth in March.

--The auditorium at the Education Centre on College St. at McCaul (just west of University Ave.), which is on the sixth floor of the building, has been reserved for the regular UCRS Toronto June meeting, which will be held on Friday the 19th at 8 p.m. sharp (doors open at 7). It is expected that this auditorium will be the location of Toronto meetings for the indefinite future, but continue to watch the Newsletter closely for any possible change. The entertainment will be a talk by member John Walker covering the railway and transit scene locally in the 1950's, with slides by Bill Hood.

--Don't forget that the entertainment for the July Toronto meeting will consist of 35mm slides and edited 8mm movies as taken by members. Why not get busy now to prepare your own segment of the show, to be held on July 17. Please let George Meek know if you intend to participate in the program. Call him at (416) 532-5617 so that the show can be organized.

--There are two attractive rail and chartered bus trips organized by the Society, which still have space available: Saturday, August 8--to Brampton, Georgetown, Orangeville, Collingwood, Owen Sound, Palmerston and Stratford, returning by VIA RDC from Stratford to Toronto. Leave Toronto Union Station at 0900. Hurry your order. Adults \$43.95 (members), \$45.00 (non-members). Children's fares on request.

Sunday, September 27--rail and chartered bus from Toronto Union Station at 0830 to Lakefield, Fenelon Falls, Haliburton, Huntsville and other railway locations. Hot buffet lunch. Returning to Toronto by ONR Northlander. About 400 miles. Adults \$54.95 (members), \$55.95 (non-members).

For these trips order from Upper Canada Railway Society, Box 42, Station 'D', Scarborough, Ontario M1R 4Y7. Please quote membership number and remit by money order or certified cheque.

Friday, June 26--UCRS Hamilton Chapter meeting in the CNR station at 8 p.m. All members and friends are always welcome to show their latest 35mm slides, the feature of the Hamilton meetings. The way for Toronto members to go, of course, is on one of two through Toronto-Hamilton GO trains, from Toronto Union at 5:19 p.m. and 6:03 p.m., both runs terminating at the CN Hamilton station. You can return by GO bus from the John and Rebecca bus terminal at

11:00 p.m. (arrive Toronto, Bay and Dundas Terminal, at 12:00) or at 11:30 p.m. (local route via Lake Shore Road).

--The National Museum of Science and Technology, in commemoration of the 100th anniversary of the formation of the Canadian Pacific Railway, will operate a series of summer steam-hauled excursion trains, using ex-CPR Pacific 1201 and standard heavyweight equipment. The schedule is as follows:

Sat., July 25--Ottawa-Montreal via the Montreal and Ottawa Sub. Dep. Museum 1300, arr. Montreal 1800.

Sun., July 26--Montreal-Sherbrooke-Montreal. Dep. Windsor Station 0530, arr. Sherbrooke 0945. Dep. Sherbrooke 1730, arr. Windsor Station 2230.

Mon., July 27--Montreal-Ottawa via the M&O. Dep. Windsor Stn. 0930, arr. Museum 1400.

Sat., Aug. 15--Ottawa-Montreal via the Lachute Sub. (North Shore Route). Dep. Museum 1300, arr. Windsor Station 1830.

Sun., Aug. 16--Montreal-Ottawa via the M&O. Dep. Windsor Stn. 1800, arr. Museum 2230.

Excursions on July 26, July 27 and Aug. 15 will feature runpasts (time and weather permitting). One way fares for all trips are \$12 adult and \$6 child. Tickets available in person at the Museum Information Centre, 1867 St. Laurent Blvd., Ottawa, or by mail from Steam Train Special Excursions, National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, Ont. K1A 0M8. Remit by cheque or money order, made payable to the Receiver-General for Canada.

There will be two 1201-powered trips to Maniwaki, on July 4 and Oct. 4, and one to Barry's Bay on Oct. 10. All three trips leave the Museum at 0830 and return at 1930, and the return fare is \$18, half price for children.

Trips to Wakefield will be run every Wednesday and Sunday during July and August, except when the special runs listed above are taking place. The train leaves the Museum at 1000 and returns at 1600. Fares are \$10, \$5 for children.



**BRITISH
COLUMBIA
RAILWAY**

--The B.C. Government is going to spend up to \$4 million to upgrade the BCOL RDC cars. Service, however, will not be upgraded from the February cutbacks until some time during the summer, the

Provincial Government having agreed to subsidize the operation. The service may ultimately be run under contract for the Ministry of Tourism, similar to the operation of the Royal Hudson (2860) trips.

--Robert D. Webster

UPPER CANADA RAILWAY SOCIETY

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