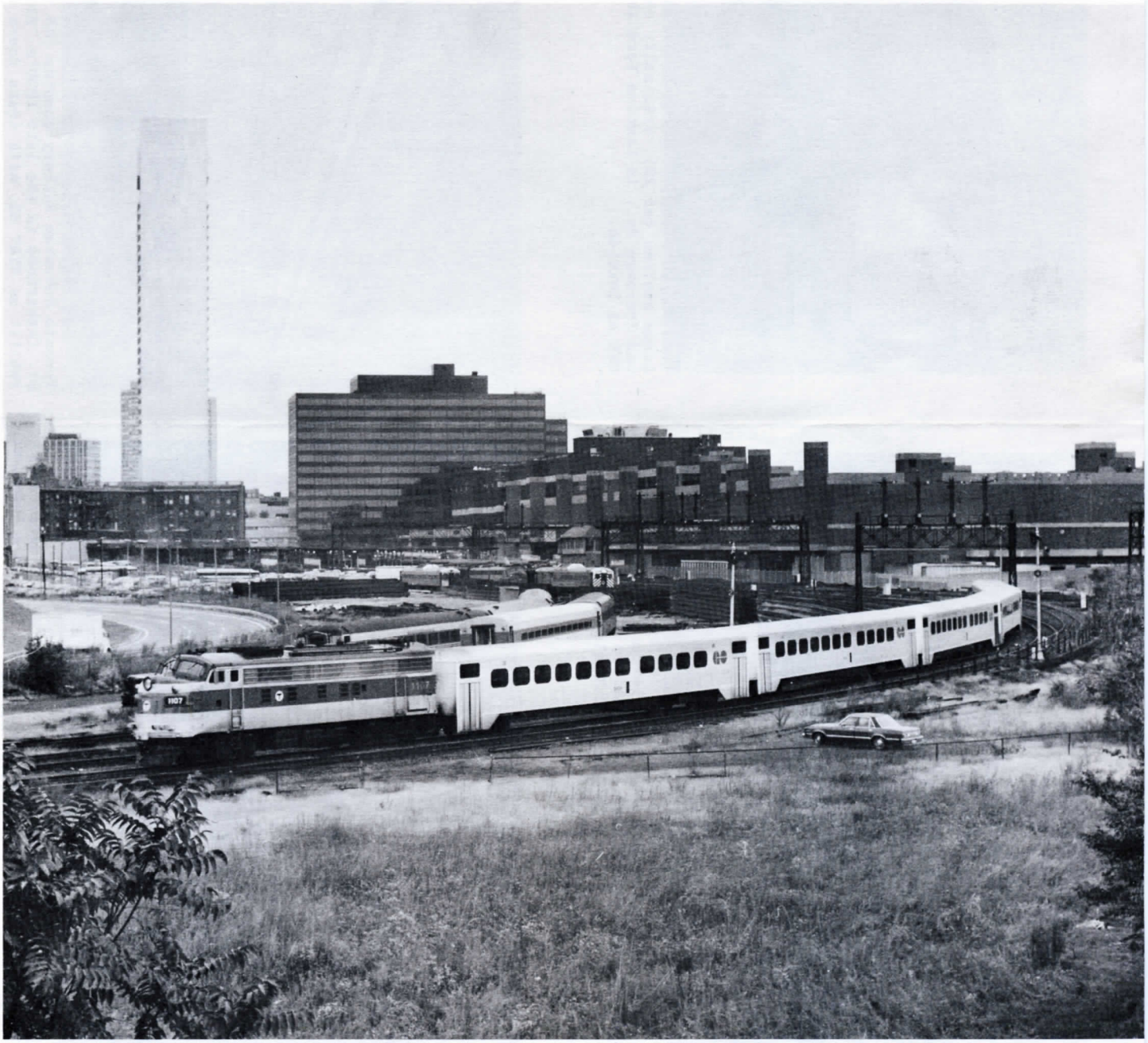
TORONTO SUBURBAN RLY
POSSIBLE STOUFFVILLE VIA CANCELLATION
P15

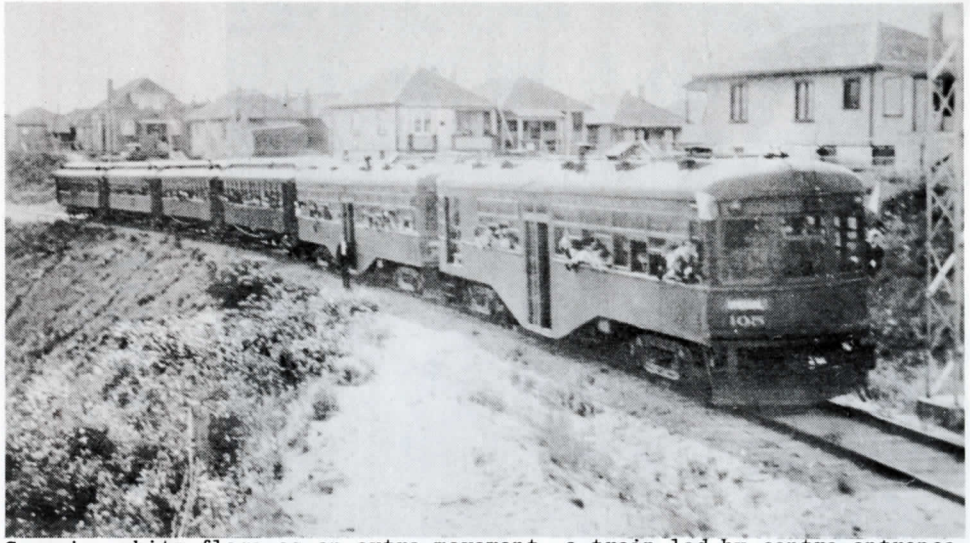
Newsletter

INCORPORATED 1952

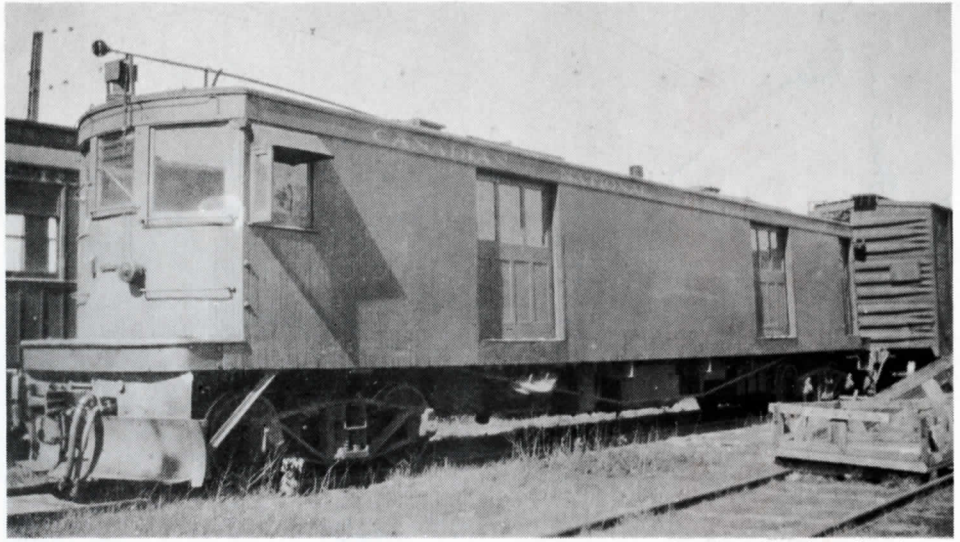
NUMBER 382 AUGUST 1981



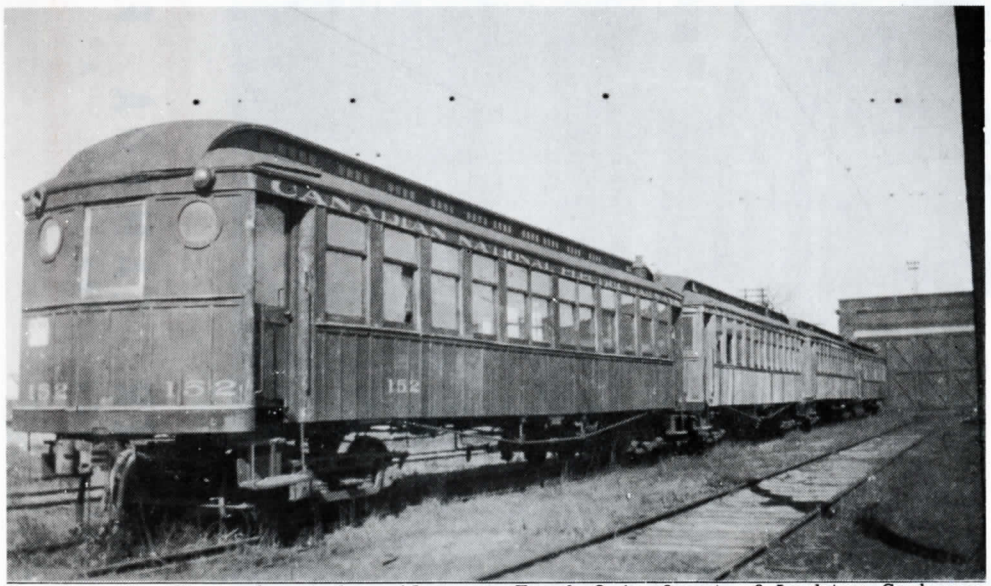
UPPER CANADA RAILWAY SOCIETY
BOX 122 TERMINAL "A" TORONTO, ONTARIO



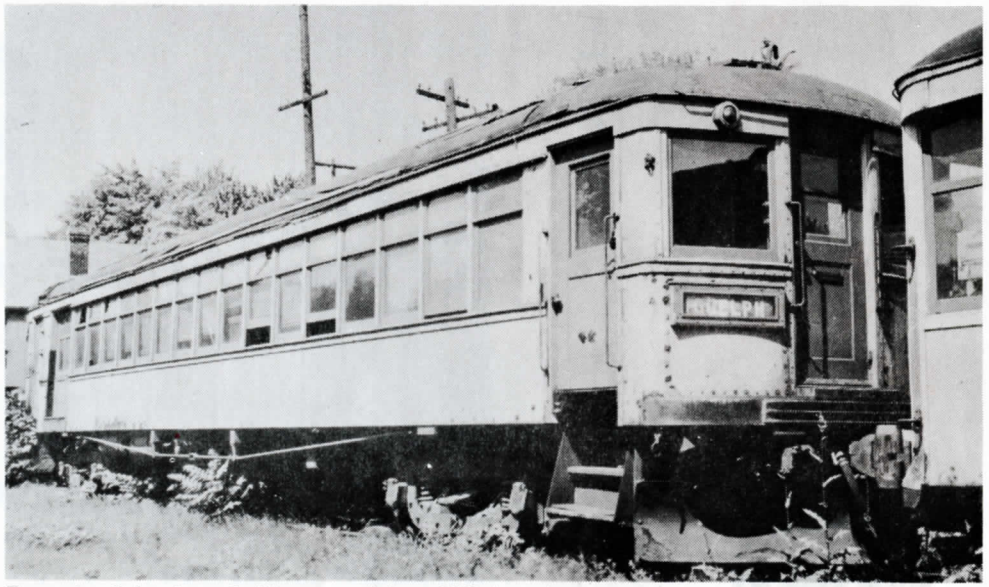
Carrying white flags as an extra movement, a train led by centre entrance cars 105 and 101, with the four ex-New York City elevated cars trailing, pauses at a point on the 1924 cutoff east of Rockcliffe Blvd.
--from R.F. Corley collection



Large express car 201, originally constructed for the St. Louis, Montesano and Southern Ry., in Lambton Yard about 1934. The car was scrapped by the CNR at Leaside. --Charles Bridges photo



The four New York elevated trailers on Track 9 in front of Lambton Carhouse about 1934, with 152 in the foreground. The body of car 150 was ultimately used as an annex to a dance hall only a few hundred feet from this location, in nearby Lambton Park. --Charles Bridges photo



Toronto Suburban Railway combine 108 in storage in the carhouse yard at St. Catharines in the late 1930's. Although sister car 107 (all coach) was rebuilt as NS&T 83, with train doors removed, in 1943, 108 saw no further service as a passenger car. --J.D. Knowles photo

TORONTO SUBURBAN RY.: 50 years since abandonment

August 15, 1981 marks the 50th anniversary of the end of service on what was Toronto's closest approach to the typical mid-western interurban, the Guelph line of the Toronto Suburban Railway, known in latter years as the Toronto Suburban District of the Canadian National Electric Railways. The occasion was also significant in that it represented the end (other than for a small intramural operation within the TTC Hillcrest Shop property) of standard gauge electric railway operation in the Toronto area. The Guelph line has taken on an increasingly legendary status among electric railway enthusiasts with the passing years since its abandonment, and as tangible landmarks of the railway have one by one disappeared. It is rather difficult now to realize how short the period of operation actually was: placing same against a modern day time scale, it is surprising to find that, if the GO Transit Lakeshore rail operation was abandoned on September 24, 1981, it would have had exactly the same service life as the Toronto Suburban's Guelph line.

Altogether, the Toronto Suburban and its predecessors had a 39-year history, commencing with two small local street railways operating single truck wooden cars, and finishing service in the form of a high speed electric interurban line operating large steel cars under catenary overhead carrying 1500 volts D.C. potential and involving no street running whatsoever at the Toronto end. About the only detail that was common to both 1892 and 1931 was that an observer at the corner of Keele St. and St. Clair Ave. West could in either year have witnessed the operations of a constituent company within the Toronto Suburban lineage.

The original ownership of the Toronto Suburban (the Royce family) became interested in making quite lengthy extensions to the small system quite early in the 20th century. In 1901 authority was secured to extend the railway's Lambton route (which operated on Dundas St. West between Keele St. and a loop at Lambton Park, just east of the Humber Valley) to Hamilton. Some grading and track laying is believed to have occurred in 1902-03 between Lambton and Summerville. In 1904 power was secured to extend to Niagara Falls with branch lines in the Niagara Peninsula, together with shorter extensions to Woodbridge and Brampton.

In April, 1910 the power to extend to Brampton was considerably extended, authority being given to carry on to Guelph. The following year power was conferred upon the company to make extensions to Milton and Acton and, in 1912, to Berlin (later Kitchener). In the meantime the company had been acquired by Sir William Mackenzie, and from this point was destined to become a part of the Canadian National Railways system. Debenture stock was sold in London, England for the purpose of extending and improving the Toronto Suburban Railway.

Construction began in earnest on a 46.3 mile extension to Guelph in July of 1912, this terminus being selected over the originally planned destinations of Hamilton and Niagara Falls presumably because of difficulties in securing a right-of-way for the latter route. Even so, progress was relatively slow as the country traversed between Lambton and Guelph was not the easiest through which to construct a railway, specific problems encountered having been the necessity to reconstruct an underpass beneath the Grand Trunk Railway, delays in permission to cross streets, difficulties with the bridge foundation at the Humber River, and a delay in selecting the design for the Mimico Creek bridge.

The principal contract for the work was given to the Suburban Construction Co., with grading, bridging and fencing of about 41 miles of the line being subcontracted to Ewen Mackenzie as well as the ballasting and tracklaying for the entire line with the exception of the 0.6 miles east of the west end of the Humber Bridge. The grading of the most westerly five miles of the line was awarded to Charles Cook and Co. Most of the grading on the Guelph line was completed during 1912 and 1913. By the end of 1914, 41½ miles of track had been laid, entirely west of Islington, but the five-mile gap between that point and Lambton was not closed until 1916, difficulties at the Humber Bridge having caused an extensive delay.

Track was laid with 60 lb. ASCE rail rolled by Algoma Steel Co., on jackpine and hemlock ties in six inches of gravel ballast. Catenary overhead construction was used, suspended from bracket arms attached to high (35 foot) wooden poles (see sketch of car 104) carrying a 25,000 volt A.C. three-phase 25 cycle line near the top of the poles. A 7/16" messenger wire supported standard 4/0 grooved trolley wire. A 4/0 feed wire tapped into the contact wire every half mile. The line was sectionalized at the substations, which were located at Islington (corrugated iron on wood frame), at Montgomery Road; and Georgetown (brick, attached to the passenger station). A brick substation was constructed at Guelph, but was never used. Two 500 KW. rotary converters were installed in Georgetown Substation and one such unit at Islington. The transformers, converters and control gear were supplied by Canadian General Electric Company.

The line had several notable bridges. Largest was the 711-foot long, 86-foot high structure across the Humber River, just west of Lambton Park. Originally the east approach to the bridge consisted of a 200-foot trestle section, but this was later replaced by a high earth fill. The balance of the bridge was of deck plate girder construction, on steel trestle towers founded on low concrete piers which contrasted with the high concrete and stone supports of the adjacent CPR bridge. The Mimico Creek bridge was an 80-foot long through plate girder on concrete piers and abutments, while that over Etobicoke Creek had two 50-foot plate girders on two concrete abutments and one pier. There was a 165-foot trestle over Dixie Creek, a three-span through plate girder bridge over the Credit River at mileage 15.3 (Meadowvale), a 315-foot trestle over the West Credit at mileage 23.3, another of 410 feet in length (70 feet high) at mileage 25.8 (Georgetown), and another of 270 feet in length at mileage 28.1. The trestle at Georgetown was continued on the west by a three-span I-beam bridge on concrete pedestals to carry the line over Water St. 180-foot long trestles existed at Limehouse and Dolly Varden Mine, and another of equal length crossed Fairy Lake at Acton. Finally there were two crossings of the Eramosa River on through plate girder bridges on concrete abutments, each 80 feet long, at mileages 41.3 and 43.4.

Passing sidings were constructed at Eaton Farm (immediately east of Brown's Line), Summerville, Dixie, Cooksville, Huronbrow St. (Centre Rd.), Streetsville, Meadowvale, Churchville, Huttonville, Norval, Georgetown, Dolly Varden, Acton, Blue Springs Road, Eden Mills and Eramosa. As the first cars were originally single ended, wyes with 100-foot radius curves were installed at Lambton Carhouse, Cooksville, Georgetown and Guelph. A freight yard was installed at the latter point, and a store was used

--Continued on Page 5

The Newsletter is published monthly by the Upper Canada Railway Society, Box 122, Station "A", Toronto, Ont. M5W 1A2.

Editor: Stuart I. Westland, 78 Edenbridge Dr., Islington, Ontario, Canada M9A 3G2 Telephone (416) 239-5254

Assistant Editor: John D. Thompson (416) 759-1803

Activities Editor: Ed Campbell 255-1924

Please address all correspondence relative to the Newsletter to the Editor at the above address.

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 (An extract from an editorial in the Windsor Star commenting on plans for improvements to and/or a replacement for that city's present station facility): "It is...encouraging to see VIA Rail's projections of steadily increasing passenger business, an indication that it expects the Canadian government not to follow the lead of the Reagan administration in the U.S. of chopping service on VIA Rail's American counterpart, Amtrak. When VIA Rail took over passenger service in Canada, it was a dying business. The energy crisis reversed that situation, and VIA Rail had to cope with far greater demands than it expected. Its latest proposal for Windsor shows a praiseworthy intention not to get as far behind again."

LAST STOP FOR A TURBO by Mike Lindsay

According to the London Free Press, London is the ignoble end of the line for one of VIA's problem-plagued Turbo Trains. One burnt-out power car and two coaches are resting in the midst of the rubble at CN's reclamation yard in the Hale-Trafalgar Sts. area of southeast London. According to a railway spokesman, unit No. 153 will probably find itself recycled into beer cans, meaning that the scrap aluminum will be tendered for sale once the cars are completely cut down. The engine being dismantled in London was brought to CN's reclamation yard a few weeks ago under tarps that were removed only shortly before work began. Jim Wilkie, supervisor of the London yard, which salvages all wrecks from Ontario and Quebec, insisted the tarps were needed because the partly gutted train components created too much wind resistance while in transit (in gondola cars), thus denying any cover up. Mr. Wilkie mentioned that he cannot remember ever having a wreck draw so much attention. He has been quite surprised at the number of photographers showing up at the yard and has also had to contend with a few souvenir hunters. At present, VIA spokesman will not confirm or deny the rumour that the remaining Turbos will be retired when sufficient LRC's can handle their daily runs.

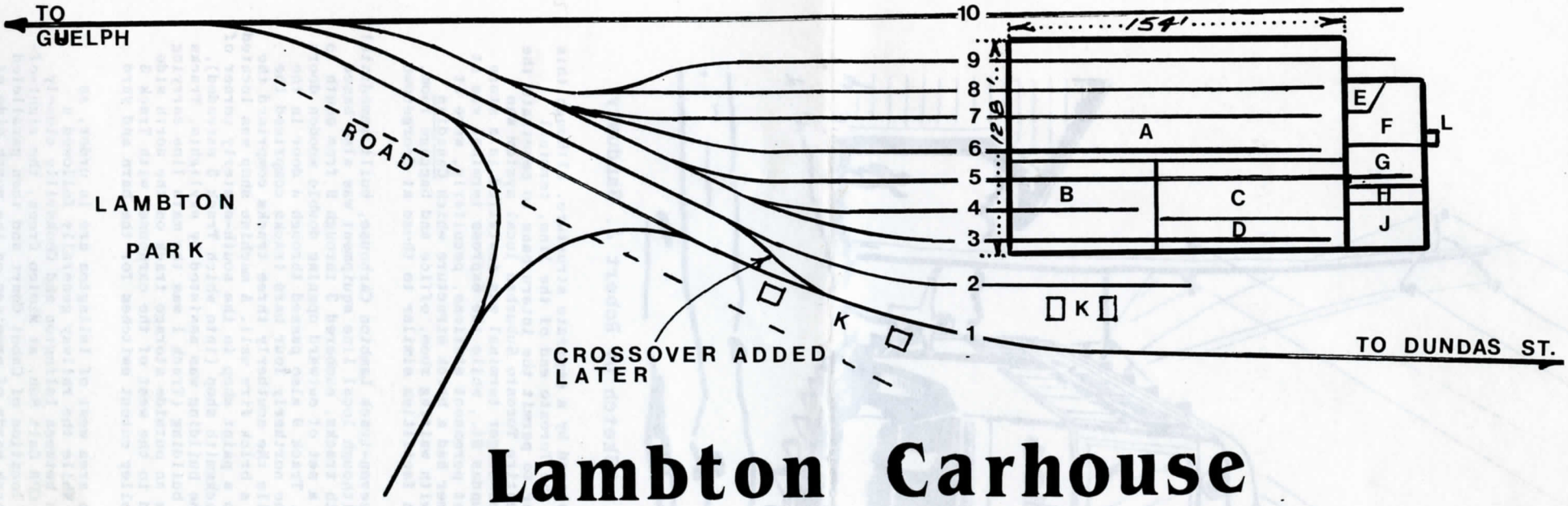
COVER: Massachusetts Bay Transportation Authority F10 1107 (rebuilt for the MBTA from a Gulf, Mobile and Ohio F3 by the Illinois Central's Paducah Shops) leads a five car set of leased GO Transit equipment out of South Station Boston, towards Framingham, Mass., 21.4 miles to the west on the former Boston and Albany main line. Behind the first GO car may be seen one of MBTA's small-windowed Pullman-built commuter cars of recent vintage, while the coach beside it with the large windows is a former NYNH&H main-line car built in the 1950's. Photographed October 11, 1979, by John D. Thompson

--Sketch by Robert J. Sandusky

as the passenger and express terminal (intended to be replaced by a separate structure, although this never occurred) on Carden St. behind the GTR station. At the Toronto end of the line, terminal facilities were no more permanent than at Guelph. In order to permit the interurbans to penetrate the City of Toronto as far as Keele and Dundas Streets, the entire Toronto Suburban local system was changed from 4'10 3/4" to standard in 1917. The Toronto passenger terminal was installed in a store at 938 Keele St. (old numbering series), just north of Dundas St., while the express terminal was at 2896 Dundas St. West, a bank building. The Suburban's most permanent stations, peculiarly, were at two mid-line locations, at Georgetown and Acton. The former had a brick structure which Canadian Railway and Marine World described as "of neat design", with waiting room, office and baggage room, while Acton was served by a two-storey frame station with facilities similar to those at Georgetown downstairs and living quarters upstairs.

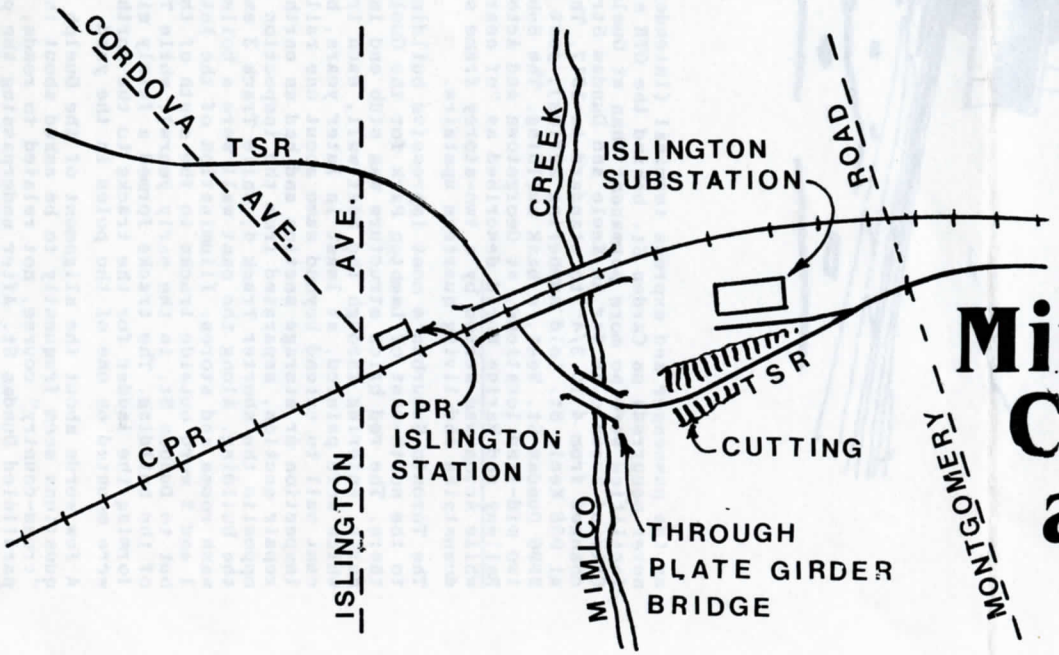
The Toronto Suburban's most impressive building was the seven-track Lambton Carhouse, built immediately to the north-east of Lambton Park for the Guelph line, although local line equipment was also based there. The red brick structure was stub end in design with tracks, numbered 3 through 9 from south to north, entering through the west wall, each track having a set of outward opening double wooden doors which were painted, at least in later years, box car red. Track 9 also passed through a door in the east wall to extend beyond same about one rail length. The northerly four barn tracks comprised the inspection or storage section and had an earth floor, while the southerly three tracks comprised the repair section, separated from the inspection section by a brick fire wall. A machine shop was located opposite the shorter Track 4, while Track 3 extended into a paint shop in the south-easterly corner of the building. Along the east wall were a boiler room, blacksmith shop (into which Track 5 extended), wash rooms and stores. Illumination of the interior of the building was assisted by skylights. Tracks 1 and 2 were outside tracks to the south of the carhouse building (Track 1 was the main line carrying out to Dundas St. in the early years), while Track 10 was an outside storage track on the north side of the building. The tracks formed a fairly sizeable yard to the west of the carhouse, with Track 3 forming the ladder for the tracks to the north of it. Trolley cutout switches for the barn and yard were mounted on one of the poles in the yard.

A few words about the alignment of the Guelph line in the area west of Islington are in order, as questions seem frequently to be asked about the subject. While the railway generally followed a "cross-country" course, not related to roads, the section between Islington and Cooksville closely paralleled Dundas St. After underpassing the present day CPR Galt Sub. at Mimico Creek, the right-of-way headed north-west to cross Dundas St. at the present location of Cabot Court and then paralleled the road. East of Kipling Ave., the line was behind the back yards of premises on the north side of



Lambton Carhouse

ORIGINAL LAYOUT



Mimico Creek area

Map Key:

A - Inspection Area
B - Repair Shop
C - Machine Shop
D - Paint Shop
E - Coal Storage
F - Boiler Room
G - Blacksmith Shop
H - Wash Room
J - Stores
K - Sheds
L - Stack

Maps not drawn to scale

Dundas. From Kipling to present day Neilson Rd., the line was on its own right-of-way, immediately north of Dundas, and passing in front of the three or four farm houses in the section. From Brown's Line, the track was on a falling gradient, and left Dundas, where Neilson Rd. now is, to swing far north in a large arc crossing Etobicoke Creek bottom at a low level bridge before returning to Dundas at the highway underpass, crossing the highway to the south side on a 47 degree angle, at mileage 5.4. The road was much lowered at this point after the bridge was removed. The railway then followed the south side of Dundas St. to just east of Dixie Rd., where it shifted further to the south to parallel the road about a quarter mile distant from it. It then crossed Dundas St. paralleling the CPR just east of Cooksville and, heading north-westerly, left the road alignment. A Sunoco gas station at the south-east corner at Dixie Rd. had a very small "tank farm", served only by a TSR siding.

Service on the Guelph line finally commenced on April 14, 1917 using four 61-foot steel single end centre entrance cars of distinctive design mounted on Standard C-80 trucks. This equipment, built by Preston Car and Coach Co., was painted dark green with gold lettering and numbers, the former consisting of the legend TORONTO SUBURBAN RY. on the letterboard. The upper sash of the side windows was glazed with leaded glass. A single marker light was mounted in the end letterboard, directly over the centre window, this having been removed and replaced by double markers in conventional corner positions when the cars were converted to double end operation in later years. Six cars had been ordered from Preston, of which 101 was a coach, 104-106 had baggage compartments, while it it is not known for sure what configuration 102-103 were ordered as. Because of the delay in the opening of the line, the cars had been stored for a period by the builder, during which time a fire at the plant destroyed 102 and 103. For reasons that are not clear, the Toronto Suburban does not appear to have pressed for the replacement of these units and was content to open the Guelph line with a car fleet only two thirds the size of that which had been intended. The design of the Preston cars was apparently secured from the Cincinnati Car Co., which constructed a number of centre entrance car series of similar design for various U.S. interurbans. One group, the 60 series of the Kansas City, Clay County and St. Joseph Ry., was virtually identical to the Toronto Suburban cars.

The first schedule provided for only two daily trips to Guelph, one to Georgetown, and four to Cooksville. Local line cars 28 and 29 were used in the latter service. The Guelph line cars changed over to the 550 volts of the local lines at the west end of Lambton Yard, a switch on the cars being thrown at this point. This switch also had to be used when the cars passed onto the tracks of the Guelph Radial Railway, the local street car system in that city. After passengers detrained at Keele and Dundas, the cars deadheaded north on Keele St. and east on St. Clair to the old local lines carhouse at the south-west corner of St. Clair and Old Weston Rd., where a loop in the carhouse yard permitted the single end equipment to reverse.

By 1918 it had become apparent that more equipment was required; four former New York Elevated cars, of wood construction with open platforms, were obtained through an equipment dealer. This equipment, which had the vestibules enclosed in later years, was not motorized and was in striking contrast to the modern steel cars.

The Guelph line operated for only a brief period as a Canadian Northern Ry. subsidiary, under the ownership of Mackenzie and Mann. By order of the Privy Council on September 23, 1918 the Dominion Government acquired the Northern as the first constituent company of the publicly owned Canadian National system. The years of profitability for the Guelph line were brief, as the operation began to show a deficit in 1921, and there was never a profit thereafter. Professor John F. Due, in The Intercity Electric Railway Industry in Canada says that the Toronto Suburban, in the mid-1920's, was the most unprofitable electric railway in the country. The break-up of the system commenced with the City of Toronto's "clean-up deal" after 1921 whereunder the lines of the Toronto and York Radial Railways and the Toronto Suburban Railway lying within the city limits were acquired for reconstruction and operation by the TTC as extensions to the city system. The Suburban's lines were acquired on November 15, 1923 and work began immediately on the construction of a double track line to Toronto gauge on Dundas St. between Keele and Runnymede. The Guelph and Weston-Woodbridge lines were physically divorced and the big steel cars were forced away from their Keele-Dundas terminal, having to wye at Lambton Yard to back to a local line connection at Runnymede Rd. Later, following acquisition of the Runnymede-Lambton Park Loop section of the side-of-the-road Lambton line by the Township of York, this section was changed back to Toronto gauge on November 25, 1924 and the TTC began operating it. Guelph line cars terminated at Lambton Carhouse, an inauspicious location for passengers to begin their trips.

Despite the deficits and the loss of the Junction terminal, the CN management was reasonably bullish about the Guelph line (as well as its other subsidiary electric railways) in the 1920's. Having formed the Canadian National Electric Railways by merging the Toronto Suburban and the partially constructed Toronto Eastern Ry. on December 17, 1923, the management began construction during 1924 of a new cutoff from the Guelph line immediately east of the Humber Bridge (the point became known as Humber Junction). The new line proceeded north-easterly, underpassing the CPR, and then followed the right-of-way of the Toronto Belt Line Railway's abandoned westerly loop north of St. Clair Ave. and then a Toronto and Niagara Power Co. right-of-way, crossing Weston Rd. on an overpass and then curving sharply to the south to end at a three-track terminal at the north-east corner of Keele and St. Clair. It was planned to extend the line to CN Parkdale Station (and ultimately to Union Station following completion of work on the Toronto Viaduct project) by electrifying CNR trackage. It is also said that the CNR wanted to link the Guelph line and the Toronto Eastern by constructing a link across the north end of the city, using the remaining part of the Toronto Belt Line Ry. (between the CNR Newmarket Sub. and Mt. Pleasant Rd.). However, the track down Mud Creek ravine east of Mt. Pleasant had been removed during the first World War, and would have had to be reinstated to connect with the former Canadian Northern Orono Sub., which Toronto Eastern planned latterly to use. There was also the problem of no link between the Brampton and Newmarket Subs. At the Keele terminal at first a local line car body (believed to be that of No. 12) was used as the passenger facility, but in 1929 a small brick station was constructed. The most westerly of the three terminal tracks (shorter than the others) was used by Toronto Suburban express cars, while the two easterly tracks were used by the passenger cars; a switch joining the tracks at the south end permitted motor cars to run around trailers.

The new cutoff used the CNER's standard catenary on steel lattice tower overhead construction, also seen on the Oshawa Ry. and the Port Dalhousie East-St. Catharines-Thorold freight line of the NS&T. However, the Keele-St. Clair yard overhead was on wooden poles.

A way yard, with a non-electrified siding, was established on the cutoff a short distance west of Rockcliffe Blvd. The cutoff was also used for carload freight service to a few industries close to the Toronto end of the line, interchanging with the CNR at West Toronto Yard.

With the construction of the new line the Preston cars were rebuilt for double end operation, with motorman's cab moved from the centre to the right side and with dash mounted roller destination signs. The cars were henceforth lettered "Canadian National Electric Railways". Four significant pieces of

equipment were added in the mid-1920's, all having been constructed at the St. Catharines shops of the NS&T. These comprised large steel passenger cars 107 and 108 (the latter a combine), 58-ton box cab locomotive 300, and line car-snowplow 252. Cars 107 and 108 were not constructed at the same time. The locomotive was used for the carload freight haulage and for another specialized service: in 1925 an extensive picnic ground known as Eldorado Park was opened adjacent to the Guelph line, midway between Churchville and Huttonville (south-west of Brampton) on the Credit River, and 300 was used for excursion service to this point. For this purpose a group of gas lit open platform wooden coaches of the 3000 series were borrowed seasonally from the CNR to be used on group picnic specials behind the box cab. One of the best known Toronto Suburban photographs shows 300 with 12 of these coaches on the Summerville curve. The 150 series cars were stored for a period as they could not be hauled at high speeds, but the 3000 series coaches were also disadvantageous in that they could not operate to the Guelph terminal over the local street car tracks.

In 1926 the extension over CNR trackage to Parkdale Station was still firmly in the mind of management, this having formed the subject of an article in the Canadian National Magazine published during that year. This thinking may have prevailed as late as 1929, as the structure constructed at Keele and St. Clair appears to have been designed as an intermediate station.

The service had been increased to a two-hour headway in 1924, and an hourly schedule for weekend p.m. periods in 1926. These schedule improvements seem to offer additional evidence that the company was anxious to build up patronage in this period despite (or perhaps because of) the mounting deficits. In the late 1920's the livery for the cars was changed to a yellow-orange with blue hair striping and a green roof. Lettering was applied by hand. Somewhat later this colour scheme was substituted for by traction orange with a maroon roof, with lettering applied by the use of decals. Not all cars had been changed by the time of abandonment, and 101 and 201 retained the intermediate paint scheme.

The onset of the depression, combined with the growing use of automobiles and the competition offered by a paralleling bus operator put the handwriting on the wall for the Guelph line. When car 105 was wrecked in a collision with line car 252 (in service as a snow plow) in 1929, no effort was made to repair the former. The railway had gross earnings of $166,902 and operating expenses of $238,160 in 1929, for an operating deficit of $71,258. While revenue passengers that year totalled 278,971 (freight traffic amounted to 43,865 tons), by the summer of 1931 passenger carryings had dwindled to 300 per day. A semi-yearly interest payment on the debenture stock issued in 1911 was due on July 15th, 1931 and the CNR defaulted on this. The Minister of Railways and Canals announced in the Legislature in Ottawa on July 20th that such payment would not be made. On the following day the CNER directors met and decided that all operations on the Guelph line would cease on August 15th, 1931. The last train over the line is believed to have comprised cars 106-101, and UCRS member Gordon Handforth, having boarded at Blue Springs Rd. on the eastbound trip, was the last passenger to disembark from a Toronto Suburban car. In Toronto Suburban Memories (Canadian National Electric Lines Historical Group) he remarks that the last trip was without ceremony and that the passengers, if they were aware that they were riding a graveyard run, seemed not to care about it. Three days later the property was the subject of a receivership order, the British Empire Trust Co. as trustee having acted on behalf of the stockholders, as it had been arranged in 1911 that the debenture stock be secured by a trust deed constituting a first fixed mortgage on the assets of the railway.

The equipment was stored in Lambton Carhouse, with a watchman on duty on a 24-hour basis, for the next several years pending a settlement between the CNR and the stockholders as to disposition. Only cars 150-153 were unable to be accommodated within the building. On May 4th, 1933 the CNR offered to pay off the stockholders at 25 cents on the dollar, and this offer was accepted, although authority to make payment was not granted by an Act of the Dominion Government until 1934, finally permitting the line to be dismantled.

The overhead in the Lambton Carhouse area and in the Keele St. Yard (and possibly on the entire line) was removed over the winter of 1934-35. The cutoff overhead, being on steel towers, was dismantled last. Salvaging operations were principally carried out in the summer of 1935. The carhouse was not cleared out until fall. A CNR 0-6-0 had been brought in to deliver a boxcar to Lambton Carhouse but was found to be too heavy for the track, thus CNR self-propelled cars 15791 and 15797 were used to haul out loads of rail and to remove the Toronto Suburban equipment to West Toronto Yard. Rail truck 401 was also used on some of the lighter work. Several pieces of equipment were transferred to St. Catharines or Montreal, but car 105 was scrapped at Lambton and the other three centre entrance cars

TORONTO SUBURBAN DISTRICT
TORONTO-GEORGETOWN-ACTON-GUELPH

TABLE No. 166

May 21st to Sept. 5th, Saturdays, Sundays and Holidays only, additional trains leave Toronto for Georgetown 1.30 p.m., 3.30 p.m., 5.30 p.m., and 7.30 p.m.	Miles	Eastern Time				May 21st to Sept. 5th, Saturdays, Sundays and Holidays only, additional trains leave Georgetown for Toronto 2.57 p.m., 4.57 p.m., 6.57 p.m., and 8.57 p.m.
A.M.				A.M.	A.M.	
10*30	0	Lv **Toronto, Ont** ..... Ar (St. Clair Ave. & Keele St.)	*8.20	11*00	.....	
and every 2 **hrs. to** 8.30 P.M. **also** 11*00 P.M.	4.3	Islington	8.09	10.48	**and every 2 hours to 11.00 p.m.**	
	8.5	Dixie	8.00	10.39		
	10.0	Cooksville	7.56	10.34		
	15.3	Streetsville	7.46	10.23		
	17.3	Meadowvale	7.42	10.19		
	18.8	Churchville	7.38	10.15		
	20.4	Eldorado Park	7.35	10.12		
	21.4	Huttonville	7.32	10.09		
	24.5	Norval	7.27	10.03		
.....	28.0	Georgetown	7.19	9.57		
.....	34.7	Acton	6.58	9.37		
.....	37.6	Blue Springs	6.50	9.30		
.....	42.0	Eden Mills	6.39	9.19		
.....	49.4	Ar **Guelph, Ont** ..... Lv (C.N.R. Station)	*6.20	†9.00	11*00	
			A.M.	A.M.	A.M.	

A.M.	A.M.	
10*30	*8.30	†6.30
and every	8.42	6.42
2	8.52	6.52
hrs.	8.56	6.56
to	9.06	7.06
8.30	9.10	7.10
P.M.	9.15	7.15
also	9.18	7.18
11*00	9.21	7.21
P.M.	9.27	7.27
.....	9.35	7.35
.....	9.55	7.55
.....	10.00	8.00
.....	10.10	8.10
.....	10*30	†8.30
	A.M.	A.M.

FOR STEAM TRAIN SERVICES—Toronto-Guelph, see Tables 178 and 179.

CNER Guelph line schedule, appearing as Table 166 in the June 26, 1927 CNR system folder.

were taken to the CNR Leaside shop yard, where the bodies were finally cut up (along with that of 201) in 1937. The bodies of 150-153 were disposed of from Lambton.

The Humber Bridge was dismantled in the fall of 1936 after 100 lb. rail and new ties had been laid on it, and over a short approach section, to facilitate use of a bridge erecting crane. The crane was hired from a bridge building company. A large portion of the bridge is said to have been sent to British Columbia for re-use, although other segments were later observed in storage at the B&B area in the CNR Danforth Yard. By 1936 cars 15791 and 15797 were stored out of service at Spadina Coach Shop. The track on the cutoff line had certain tie replacements effected, permitting the use of steam locomotives in the bridge removal. During 1936 a few revenue carloads of gravel were hauled over the cutoff to Scarlett Road, being left on the "main line" for unloading by road contractors. The portion of the cutoff east of Jane St. remained active as a CN spur until quite recently, there having been a retail coal yard and a paint factory at the end of the spur serving the Toronto Suburban material yard. The last revenue loads on this line were inbound tank cars of furnace oil to a fuel dealer, Bonham-Johnson Fuels on Woolner Ave. The track west of Symes Rd. was torn up in July, 1966. The track from (new) Maybank Ave. to Symes is still in place, but isolated, in 1981. In World War II years the track had actually been re-extended a short distance to serve a contractor's yard at the north-east corner of Jane St. and Woolner Ave.

After abandonment, the Keele-St. Clair terminal tracks were annexed to the adjacent CNR West Toronto Yard, and were usually occupied by wooden refrigerator cars. Only one track of the original three serves to this day. The Mimico Creek bridge was left in place after track removal, and was evidently dismantled and transported away by road vehicles.

The last active piece of Toronto Suburban equipment was 252, which, as CN 15710 on the Montreal terminal electrification, lasted until 1967. Other physical reminders of the Guelph line have continued to disappear through the years. While the right-of-way can be traced fairly readily in still rural areas, road widenings and housing subdivisions have largely obliterated it closer to Toronto. The shell of the long derelict Guelph substation building has been used for a small apartment building and may be seen at 22 JamesSt. East. The Keele-St. Clair terminal station, after functioning as the Premium Lunch, was demolished in 1972. Lambton Carhouse, disposed of to Par-Tex Foundation Co., was demolished in 1977, having been used in latter years by Hercules Sales Co. The building had had additions on three sides since the days of railway use.

One Toronto Suburban landmark which will probably remain indefinitely are the Humber River Bridge piers. The central three of these are now used to support a light bridge which carries the Humber Valley Bike-way over the river at this point. Only as recently as July 7th, 1981 the bridge over Weston Rd. was removed, after the rail across it and for a short distance west had been lifted and taken to the Ontario Electric Railway Historical Association's Rockwood museum. It is still possible to ride on electric cars on about a mile of the Guelph line right-of-way east from the Campbellville Road (between Blue Springs Road and Eden Mills) on the Association's Halton County Radial Railway.

--The assistance of John D. Knowles in supplying the equipment roster and much of the information in this article is gratefully acknowledged. Thanks are also extended to Peter F. Oehm and Ontario Hydro.

BRAMPTON INTERMODAL TERMINAL REPORT

The Brampton Intermodal Terminal (see Newsletter 364), which is now familiarly known as BIT, originally opened handling piggyback traffic for Western Canada. However, since September, 1980, as part of CN's consolidation philosophy, the facility is now accomodating nearly all such traffic in Ontario, including U.S. imports and exports. The only exceptions are Plan 1 trailers for London and a minimal amount of traffic to Hamilton. In 1980 the terminal handled about one million tons of freight, representing over 64,000 trailers. CN's share of traffic is expected to increase by approximately five per cent in 1981, and with the increasing cost of fuel, more shippers will probably turn to rail. More "origin to destination" trains are planned, to provide an ever better O.T. performance.

On the average 300 trailers are received and forwarded daily at BIT, with a loading or unloading cycle of less than three minutes. The terminal operates on two 8-hour shifts with 60 employees in various departments, including administration and switching crews. The new "Supertherm" trailers (analogous to giant thermos bottles) are loaded at the facility under controlled temperatures and guarantee a minimal temperature change inside the trailer while it is delivered to any depot in Canada, without mechanical devices. The TRACS computer system has also been beneficial to BIT and its customers.

The Terminal was plagued with bad order cars when it opened, with the out-of-service time for these cars averaging about six days. The use of gantry cranes now permits a bad order car to be changed out in about 45 minutes. Brampton also has an Intermodal Garage, where express mechanics and intermodal attendants service refrigerated trailers, repair trailers and strap and block loads, all in a climate-controlled environment.

--CN Great Lakes Region News

CANADIAN NATIONAL ELECTRIC RAILWAYS

TORONTO SUBURBAN DISTRICT

1931 Equipment Roster

1500 volts direct current - cars also equipped for running on 500 volts d.c. Guelph city system trackage.

		Notes
101	Passenger motor, centre doors, steel body, 61 ft., 40 tons, Preston Car & Coach 1915	1,2
Note: Cars 102 and 103 were destroyed by fire at builder's plant before delivery, and were not replaced.		
104, 106	Combination passenger and express motors, centre doors, steel body, 61 ft., 40 tons, Preston Car & Coach 1915	1,2
105	Same as 104 and 106	1,3
107	Passenger motor, four end doors, train doors, steel body, 61 ft., 40 tons, Niagara St. Catharines & Toronto Ry., St. Catharines Shops, 1924.	4
108	Combination passenger and express motor, four end doors, train doors, one express door on each side, steel body, 61 ft., 40 tons, NS&T Shops, 1926.	5
150-153	Passenger trailers, wood body, steel underframe, 48 ft., 19 tons	6
201	Express motor, wood body, steel underframe, 55 ft., St. Louis Car Co., 1907	2,7
250	Express motor, wood body, steel underframe, 53 ft., Preston Car & Coach, 1921	8
251	Express trailer, wood body, steel underframe. 53 ft., Preston Car & Coach, 1921	9
252	Line car - snowplow, wood body, steel underframe, 41 ft., NS&T Shops, 1924	10
253	Gasoline emergency track car	
300	Box cab locomotive, steel body and underframe, 34 ft., 58 tons. NS&T Shops, 1925	11
401	International rail truck, stake body, 1926 (?)	12

CNER also rented group of open platform steam train coaches from Canadian National Railways each spring for excursion work and returned them in fall.

Motors - Locomotive 300 had 4 x GE 239A motors, 175 h.p. each. All other motor cars had 4 x GE 240A motors, 95 h.p. each.

Notes

1. Originally single end with centre controls; converted to double end with enclosed cab on right side.
2. Scrapped at CNR Leaside Shops, 1937.
3. Wrecked in head-on collision with snowplow 252 at Norval, 1929. Not rebuilt, and scrapped at Lambton barn, September 1935.
4. Shipped back to NS&T Ry. 1935. Partly rebuilt as NS&T one-man car 83 in 1938; completed 1943 and ran until abandonment in 1959.
5. Shipped back to NS&T Ry. 1935. In 1942 made into Montreal & Southern Counties Ry. 2nd 300 snowplow, by cutting off express compartment and putting on new wooden flat end.
6. Former New York rapid transit cars with open platforms. Enclosed vestibules added by TSRy. 150 and 151 had three rectangular vestibule windows on each end. 152 and 153 had rectangular centre window on each end and two round side windows. Bodies detrucked and left at Lambton Barn, September 1935. No. 150 used at nearby Lambton Park dancehall, cut into two pieces, until about 1944. Others trucked away during following winter.

7 Built on two-car order for St. Louis Montesano & Southern, but not delivered. Obtained unused by TSRy. in 1917 with Russell snowplow added. Plow probably later transferred to car 252. Shipped to NS&T 1935 but returned to Leaside 1936. (Other car on order became London & Port Stanley Ry. E-1).

8 Became Montreal & Southern Counties Ry. freight motor 306 in 1935. Converted from left hand driving positions to right hand at that time. In 1956 became Canadian National Railways 69467, snowplow and line car on former Quebec Ry. Light & Power Co. interurban.

9 Became NS&T 251 trailer emergency car in 1935, for carrying heavy recovery equipment. Scrapped 1946 and body incorporated into new house at 23 Charles Ave., St. Catharines.

10 Became M&SC 305 in 1935. In 1956 became CNR 15710 on Montreal terminal electrification. Scrapped 1967.

11 Shipped back to NS&T 1935, not used. Traded through dealer 1938 to Waterloo, Cedar Falls & Northern (Iowa) No. 7. Used mostly for switching Rath Packing Co. plant at Waterloo, Iowa.

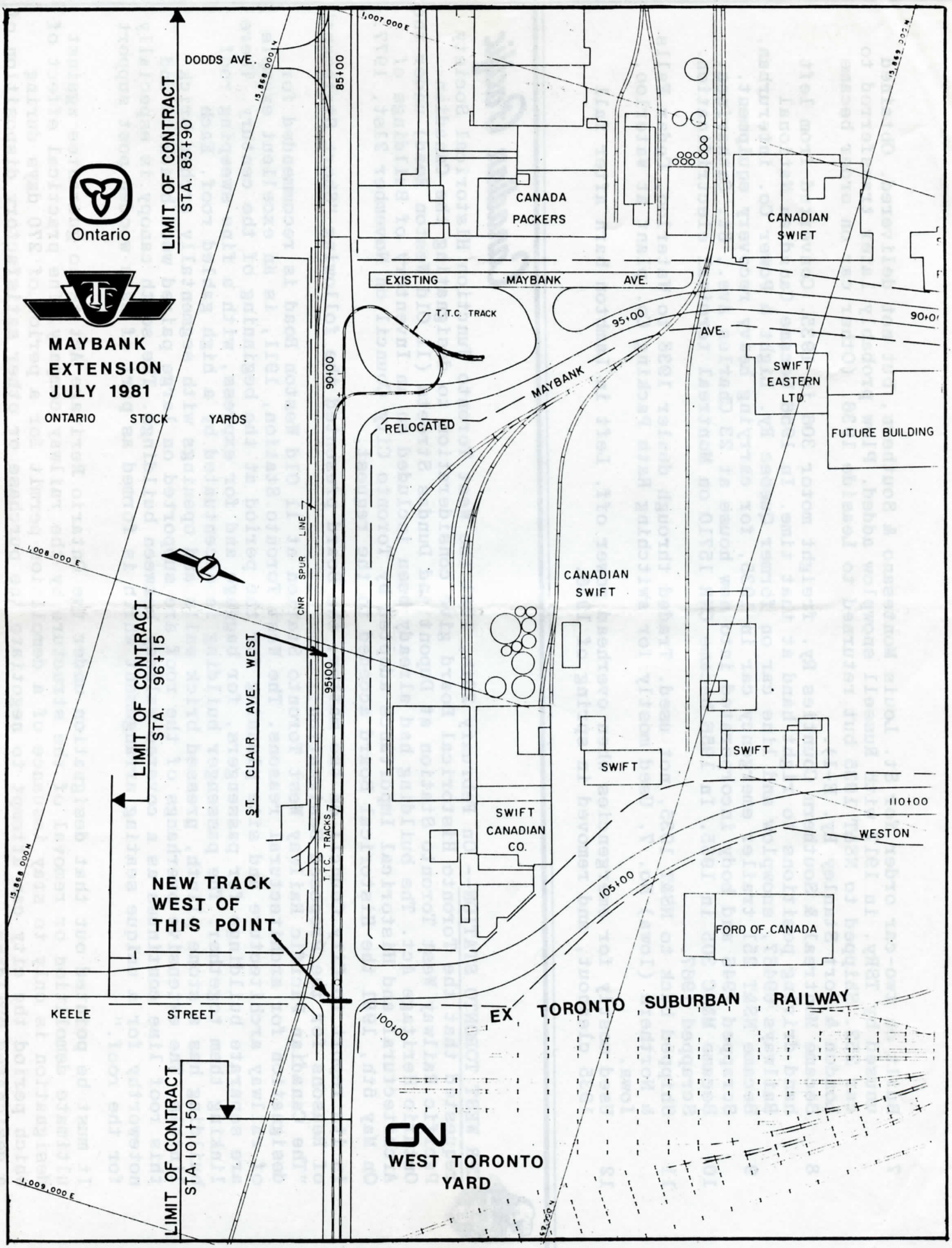
12 Used mostly for emergencies when overhead power off. Left in Lambton barn after fall 1935 cleanout, and removed in spring of 1936.

Canadian Pacific

CPR WEST TORONTO STATION-- On February 26th, 1981 the West Toronto Junction Historical Society requested that the Toronto Historical Board give consideration to designating the Canadian Pacific Railway West Toronto Station at Dupont and Dundas Streets (11 Old Weston Road) under the Ontario Heritage Act. The building had already been included on an Inventory of Buildings of Architectural and Historical Importance adopted by Toronto City Council on November 21st, 1977. On May 5th, 1981 the Historical Board acceded to the request.

In its report to City Council on the matter, the Board presented the following "Short Statement" of Reasons for the Proposed Designation:
"The Canadian Pacific Railway West Toronto Station at 11 Old Weston Road is recommended for designation for architectural reasons. The West Toronto Station, 1911, is an excellent example of railway architecture and site planning for the period at the beginning of the century. There are separate buildings for passengers, for baggage and for express, with a fine sweeping roof linking them together. The passenger building is accentuated by a high gabled roof. Each building has a stone plinth, pressed brick walls and openings with segmentally arched brick lintels. The extensive overhangs of the roof are supported on large paired wood brackets and this roof line continues as a covered walkway between buildings. The south canopy is especially noteworthy for a unique seating arrangement which is formed as part of each wooden post support for the roof."

It must be pointed out that designation under the Ontario Heritage Act is no guarantee against ultimate demolition or removal of the structure by the railway company. The practical effect of designation is only to stay issuance of a demolition permit for a period of 270 days during which period the city can attempt to negotiate the purchase or other satisfactory disposition of a designated building.


Ontario
MAYBANK EXTENSION JULY 1981
ONTARIO STOCK YARDS
LIMIT OF CONTRACT STA. 83+90
DODDS AVE.
85+00
1,007,000 E
13,868,000 N
CANADA PACKERS
CANADIAN SWIFT
EXISTING MAYBANK AVE.
T.T.C. TRACK
95+00
90+00
MAYBANK AVE.
SWIFT EASTERN LTD
FUTURE BUILDING
RELOCATED
CNR SPUR LINE
1,008,000 E
CANADIAN SWIFT
LIMIT OF CONTRACT STA. 96+15
ST. CLAIR AVE. WEST
SWIFT
SWIFT CANADIAN CO.
110+00
WESTON
TTC TRACKS
NEW TRACK WEST OF THIS POINT
105+00
FORD OF CANADA
KEELE STREET
EX TORONTO SUBURBAN RAILWAY
100+00
LIMIT OF CONTRACT STA. 101+50
CN
WEST TORONTO YARD
1,009,000 E

TORONTO TRANSIT COMMISSION

NEWS

• As of July 10th the fleet of active second hand PCC cars had been reduced to a total of 21, all assigned to Russell Carhouse.

• Keele Loop was taken out of service at 6:45 P.M. on Friday, July 24th; the last car to depart therefrom was 4068. Route 512 (St. Clair) was cut back to Townsley Loop while track crews removed the curves at the Keele-St. Clair intersection and extended the new tangent track on the Maybank extension, which had been laid up to the centre line of Keele Street, easterly to connect with the tangent track on the east side of the intersection. Through service to Maybank Loop began shortly after 5 a.m. on July 27th. The map on Page 12 shows the configuration of Maybank Loop, the realignment of Maybank Avenue, and railway trackage in the area.

As of time of writing (July 24th), cars 4022, 4067 and 4076 had been equipped with ceiling exhaust fan boxes, mounted ahead of the trolley base.

• Effective Monday, July 20th CLRV's were placed in service on Route 504 (King); some runs are, however, still PCC-equipped.

• The Weston t.c. route has been dieselized for a six-week period on account of roadway changes and utility construction associated with the Highway 400 extension, the same project which has caused the abandonment of Keele Loop, the Maybank extension of street car Route 512, and the removal of the Toronto Suburban Ry. overpass over Weston Road.

• The TTC and UTDC have decided to retrofit existing CLRV's with 10 openable windows per car, together with a roof and ceiling exhaust in order to combat the heat buildup in these cars as experienced during the summer of 1980. Cars yet to be delivered will also be so equipped. The ceiling exhaust is intended to dissipate the heat which builds up in the roof cavity. UTDC will cover the material and installation costs for this feature. UTDC will also underwrite the installation costs of the openable windows, although their purchase will be at the TTC's cost. The total cost of the modifications will be $1,170,000. The decision is in lieu of the estimated cost of $10 million to air condition the fleet plus associated operating and maintenance costs. The original car specification prohibited openable windows.

At 7:30 A.M. on July 5th, Calgary Transit LRV 2011, on the first trip of the day out of the downtown 8 Street S.W. station, was derailed at the same track switch that was split in the May 30th accident described in last month's Newsletter. Fortunately damage was slight and there were no injuries. The cause of the derailment, according to an overly sensational report in the Calgary Sun, was a stone which was somehow lodged in the track at, according to City Transportation Commissioner William Kuyt, "about the only place it could have caused trouble". City Alderman Brian Lee, who had quite a bit to say following the May 30th mishap, made further political hay out of the latest incident by demanding release of the report on the earlier accident and for an investigation of other C-Train problems including power failures, balky ticket machines, and an unexplained 25-minute stop of a train upon which he was riding on July 4th, between City Hall and Stampede Stations. He told the press that passengers on the "crowded cattle car" were patient for a while in the sweltering heat but became mutinous toward the end of the ordeal, while no explanation for the delay was offered to them by any CTS personnel. The Alderman said further that in his opinion the incident cost $100,000 in public support for LRT and that he has demanded an explanation from city officials.

--Information from Bill Hood

Update on Fergus--Further to George Pearce's March 1981 issue article on the current railway scene in the vicinity of Fergus, Ontario, the Assistant Editor visited the town on June 28th, in the company of Don McCartney.

The Fergus Town Spur to Wilson's Mill, about a mile in length, is still intact and looks usable, although the local citizenry has developed the habit of parking cars on it. Most surprisingly, the CNR station is still intact, in reasonably good condition. It appears to be rented out to an artist. The CPR siding into the General Steel Wares plant is just across from the CN station, and the rails were shiny for several car lengths past the switch in the direction of Elora, obviously representing the distance required by the local freight to clear the switch. Evidently the line into Elora is out of service due to a washout which the CPR is not interested in repairing. We walked along the Elora Sub. for about a mile towards Elora, and the line is in good condition.

CP Rail HOLDS OPEN HOUSE FOR EMPLOYEES

In observance of 1981 as the 100th anniversary of the start of construction of the CPR, the railway has been holding open house sessions at its yards and shops across the system for employees and their families. Sunday, June 7th was Open House Day at Toronto Yard, in Agincourt, with 12,000 persons in attendance. The company provided free refreshments, and by day's end 14,000 hamburgers, 9000 hot dogs, 20,000 ice cream bars and 29,000 cups of coffee, tea and soft drinks had been consumed. Various types of freshly painted freight cars were on display, together with SD40-2 6024 and CPR steam locomotives 136 and 1057 (not under steam). Visitors were shown demonstrations of the operation of a flanger and an air dump car. Tours were conducted of the yard office and tower, and of the diesel and car shops. At the latter locations locomotives were opened up to demonstrate their workings, while truck sets were displayed in various states of disassembly. Business cars LACOMBE and ONTARIO were on hand, as well as Track Recording Car 63. Safety displays were featured and lucky draws were held, one of the prizes being a week for two, all expenses paid, at a CP resort hotel.

The railway operated special trains from Havelock and Mactier to bring in the visitors. The Havelock train comprised two CP road switchers and two 800 series single level commuter coaches from the Montreal suburban service. The Mactier special included two 4200 class MLW units, CP Rail double deck commuter coaches 925 and 926, and single level coach 834. In addition, a total of 12 special trains were operated between Toronto Yard and Lambton Yard, via the midtown North Toronto Sub., using three sets of borrowed GO Transit locomotives and bi-levels.

A similar event took place in London on June 14th. A special train was operated from Toronto via the freight-only Galt Sub., using GP40 5014 and two 800 series commuter coaches. From Windsor, locomotive 5505 brought two double deckers and an 800 series coach. Other locations for Open Houses were Smiths Falls (June 21), Sudbury (June 28), Chapleau (July 5), and Schrieber (July 12). Angus Shops, Montreal, were opened up on June 7th, with CPR G5a Pacific 1201, the last steam locomotive built by the railway, present and under steam.

As a good will gesture towards its employees, CP's Open Houses were an unqualified success, for even in 1981 the railways still hold an aura of fascination, particularly for youngsters. It has to be conjectured, however, as to the far greater extent of good will that the railway might have created for itself had these events, or others like them, been open to the general public.

GO EQUIPMENT *Notes*

GO TRANSIT

TATOA has placed a second order for its unique bi-level commuter cars. Seventy-one additional units, at a cost of $59 million, will be constructed by Hawker-Siddeley Canada Ltd. at its Thunder Bay plant for 1983-84 delivery. The cars will be basically similar to those in the existing 80-car bi-level fleet (2000-2079), delivered in 1978-79, with certain options, not all of which have been decided upon as yet. Some of them will be cab cars. Delivery of the order will permit GO Transit to replace all of its single level car equipment on a seat-for-seat basis. A possible customer for some of the displaced cars is the Urban Transit Authority of British Columbia, which is planning to institute a commuter rail service over the CPR main line between Vancouver and Pitt Meadows.

Thirty-eight of the GO Transit single level commuter cars which had been on lease to the Massachusetts Bay Transportation Authority of Boston have been returned to their owner in Toronto. Fourteen other cars will remain on lease to the equipment-desperate MBTA for an indefinite period. Of the remaining eight cars of the 60 originally sent to Boston, one has been written off and scrapped as the result of damage sustained in a wreck enroute to that city; three other cars damaged in the same mishap are being repaired at CP Rail's Angus Shops in Montreal; two cars which were damaged on the way back from Boston are being repaired by Hawker-Siddeley at Thunder Bay, and two further cars damaged in a roundhouse fire and a derailment in Boston are being repaired there, presumably by the Boston and Maine.

The Streetsville-Milton service, due to commence on October 26th, will absorb a possible maximum of 30 single level cars, 10 per train. The presently projected ridership is about 3000 persons daily (each car seats 94 passengers).

GO Transit GP40TC's 500-507 are receiving the same acrylic base paint as that applied to other GO equipment. The paint is quite durable and is expected to last from eight to 10 years before repainting is required. The work is being performed at the Ontario Northland Railway's North Bay Shops. The ONR is also currently engaged in rebuilding GO Transit's 700 class locomotives (the GP40-2(W)'s). No. 702 was reported to be operating in ONR freight service shortly before time of writing. GO Transit's F40PH's (the 510 series) are progressively being sent back to GMD's London plant for modifications to reduce the noise level experienced by engine crews, a source of complaint since the locomotives were new. The nine former self-propelled cars (the original D700-D708) are back in service as non-powered coaches, their Rolls-Royce prime movers having been removed.

--CP Rail is testing two temperature-controlled containers which are designed to handle perishable goods, including meat, fruit and vegetables. If the six-month trial is successful the company plans to order an additional 50 such units. The 44-foot long containers cost $40,000 each and are the first of their kind in Canada. They allow goods to be kept at near freezing temperatures during warm weather or, under winter conditions, above freezing. Domestic containers take up less space at terminals by comparison with highway trailers and add to fuel efficiency. A mile-long train will handle 114 containers as against 92 trailers, a 24% increase in capacity.

-- Sure enough, the Ontario Government has agreed to pay the $31 million additional capital cost of an ICTS line on the Scarborough LRT line alignment and, beyond this, Metropolitan Chairman Paul Godfrey told the press that additional operating costs will be picked up by the same funding source. Metropolitan Toronto Council voted 32-5 on June 23rd to support the abandonment of LRT and substitution of the UTDC system. Some ineffectual opposition was expressed by a few members who fear that a Scarborough ICTS line will precipitate an Eglinton ICTS line, with the idea of any kind of fixed rail transit on the alignment of the latter street being anathema to certain politicians. The Borough of Scarborough Council decided on June 19th to accept whatever time delay is imposed by the switch in technology. Borough Mayor Gus Harris continues to point out that such delay will impede development projects in the Town Centre and shake investor confidence. What has not been given any publicity are the unknown costs associated with the writing off of several years of design engineering for the LRT line and what it may cost to terminate certain contracts. An estimate of the true total cost of the last minute switch in plans may be known some day and will be an interesting figure indeed.

NOTES by brian c. nickle

• Effective on April 26, 1981 a new freight service began operation between Toronto and Western Canada on Canadian National. Called "Destination Trains", this new freight service offers rail customers faster and more reliable schedules, as these trains will operate through to destination without delays in hump yards enroute. Handling traffic such as piggyback trailers, automobiles, perishables, containers, and express pool cars, the "Destination Trains" will stop only for crew changes, locomotive servicing and train inspection, and will not be marshalled in any yards after leaving Toronto until they reach their final destination.

The initial "Destination Trains" which entered service on April 26th are as follows:
Train No. 221 - Toronto to Winnipeg Train No. 225 - Toronto to Winnipeg
Train No. 219 - Toronto to Edmonton Train No. 217 - Toronto to Vancouver
The Winnipeg trains arrive there on the second afternoon after departing Toronto; the Edmonton trains arrive on the third evening; and the Vancouver trains arrive on the fifth morning.

It is interesting indeed to compare these freight schedules with that of VIA Rail's SUPER CONTINENTAL, between Toronto and Vancouver. CN's "Destination Train" No. 217 is scheduled to arrive in Vancouver on the fifth morning after departing Toronto, and VIA's SUPER CONTINENTAL, No. 3, is due to arrive at Vancouver at 0730 on the fifth morning after departing Toronto Union Station! It is a sad commentary on Canada's transcontinental passenger service, indeed, when priority freight trains are making just about as good time across the country as the so-called "flagships" of VIA's passenger services!

• Both the Toronto-Stouffville service and the Toronto-Havelock service (see abstracts of the Railway Transport Committee orders elsewhere in this issue) were included in the list of 16 VIA Rail services being considered for elimination, as made public by NDP MP Les Benjamin.
• On June 1, 1981, the CP Rail London, Ontario dispatching office was moved into Toronto. The London dispatching office was located in the CP Richmond St. station, and the future of that structure is not known at this time.
• The track diversion which had been in place on Canadian National's Guelph Subdivision just west of Breslau since late in 1980 (see Newsletter No. 376, P.16) has been removed since the first week of June, and the new rail bridge over Highway 7 opened.
• On June 18th Canadian National RSC13 1711 was seen in the CN Reclamation Yard in east end London, but whether or not its scrapping was soon to take place is not known.
• Equipment failures causing delays for passengers on VIA Rail's trains in Southwestern Ontario continue. On June 15th, London-Toronto train No. 664, equipped with two RDC's, experienced an equipment failure west of Stratford, and was seen departing Stratford over two hours late, pulled by a CN GP9 borrowed from wayfreight 581 at that location. On July 6th Stratford-Toronto train No. 660 was delayed 29 minutes at Stratford, as shopmen had to be called out to start the motors on several Budds in the four-car RDC train before it could depart for Toronto. On July 7th London-Toronto train No. 664, equipped with two RDC's, had motor problems on both Budds, and stopped dead on the Weber St. crossing in Kitchener. CN SW1200RS 1255 was added to No. 664 to power the crippled RDC's into Toronto, departing Kitchener 21 minutes late, and since the GR12 series locomotive could not maintain No. 664's schedule, lost time all the way to Union Station.
• On July 3rd CN Toronto-Sarnia freight train 411 experienced a fire in the electrical cabinet of leading C-630 2043, and the crew was forced to isolate the unit. When 411 was pulling into the siding at Guelph, the remaining units, GP9's 4486 and 4581, failed, leaving the train foul of the mainline. In the meantime, Stratford-Toronto VIA train No. 660 was stuck at Guelph until CN RS18's 3726 and 3738 were brought over from Kitchener to rescue 411's train from the mainline there. No. 660 was over 40 minutes late departing Guelph this day.
• All delays involving VIA Rail trains cannot be blamed on equipment problems, of course. On July 16th Toronto-Sarnia train No. 85 was involved with a trailbike-train collision and fatality near Baden on the Guelph Subdivision, and was two hours and two minutes late arriving in Stratford. London-Toronto train No. 668 was delayed waiting for No. 85 to arrive at Stratford and was one hour and 49 minutes late departing for Toronto that day.
• On July 3rd the Stratford yard engine was cancelled, and the switching work there is now handled by wayfreight No. 581. This is the latest in the long list of reductions at Stratford, which is now left with only two wayfreights based there.
• Massive trackwork programs are currently underway on CN's Strathroy Subdivision, and temporary train order offices are open at Petrolia Junction and Strathroy. Single track operation is common while the trackwork is being done, and minor delays to VIA Rail passenger trains on the Toronto-Sarnia route are incurred from time to time.
• On July 15th four more Mexican locomotives, FCP 568, 570, 571 and 572 were due to depart Montreal for Sarnia over CN.
• On July 15th VIA Toronto-Sarnia train No. 85 handled CN business car 94, sleeper David Thompson, and track inspection car Sanford Fleming from Toronto to Sarnia. A pair of CN RS18's powered the expanded 85 this day.
• Update on VIA equipment reductions--in recent issues of the Newsletter, various equipment reductions affecting VIA trains on the Toronto-Guelph-London route were outlined. To update these: Toronto-London train No. 661 and London-Toronto train No. 664 are still assigned two RDC's, with no extra cars added at peak periods; Toronto-London via Bayview train No. 659, returning to Toronto from London via Guelph as train No. 662, has been alternating between two and three cars since July 1st. Many standees have been noted aboard No. 662 out of Kitchener and Guelph when the train operates with two cars; Toronto-London train No. 663, returning from London as No. 666, has been operating with conventional equipment lately, after nearly a month of running with two RDC's. Weekdays see Nos. 663/666 assigned two coaches and a baggage car, while peak periods result in the addition of up to three coaches. RDC trains along the Toronto-Niagara Falls route have also had equipment reductions from time to time. Trains reduced to two RDC's at off-peak periods have been Niagara Falls-Toronto train No. 639-640 and Toronto-Niagara Falls train No. 645-646. On weekends, these trains have increased to three or four cars.
• VIA's RDC-4 6401, still in CN livery, has been removed from service with its motors and air brakes cannibalized. On July 15th the RDC-4 was stored unserviceable at CN's Spadina Shops. It is interesting to note that the car's CN livery and mail signs were still intact when it was removed from service.
• C&O SW9 5422 was seen at A.A. Merrilees Railroad Supply at West Toronto on July 15th, stored with its stack covered.
• VIA RDC-1 6120 has had four tables installed near the snack counter with seating for up to 16

passengers provided at them. This will allow one to have a coffee and snack at a table in this RDC, which is a good idea. It is to be hoped that this improvement will be applied to other RDC's equipped with snack counters.

•VIA Rail's LRC trains have been assigned locomotive numbers in the 6900 series.

VIA NEWS BRIEFS

Take it easy. Take the train.

• VIA Rail will, at long last, inaugurate LRC operation between Montreal and Toronto. Two trainsets have been delivered, the first on July 7th, but initially only one schedule each way will be serviced with the new equipment. Although having a 140 m.p.h. operating capability, the trains will be restricted to a 95 m.p.h. top speed on a pro tem basis, the same limit that has applied to the Turbotrains. Following track upgrading on the CN Montreal-Toronto main line, 45 minutes will be trimmed from the schedule to produce a 3 3/4 hour running time. The two trainsets are part of a current order for 50 cars and 21 locomotives as placed with Bombardier Inc. by the Federal Government at a cost of $90 million. The remainder of the equipment is scheduled for delivery by February, 1982, and will be used to service Quebec City-Windsor corridor runs, probably Ottawa-Montreal, Montreal-Quebec City and Toronto-Windsor. A second Toronto-Montreal schedule will receive the new equipment. The end of Turbotrain operation is expected in mid-1982.

The July 7th presentation ceremony at the CPR Windsor Station in Montreal, at which VIA Rail President Frank Roberts officially accepted the first trainset, was marred by Federal Transport Minister Jean-Luc Pepin telling reporters of the Cabinet's ongoing study to cut back VIA Rail services. One would think that he would at least have waited for another occasion to spread his message of doom and gloom. Upon being pressed by reporters to identify those services which might be under the gun, Mr. Pepin declined further comment.

In the meantime VIA Rail President Roberts has indicated that a further LRC order will likely be placed, for 1983 delivery. The additional equipment (not specified as to numbers of units) would probably be used in the Maritimes and on certain inter-city runs in the Prairie Provinces. He has further revealed that VIA is looking at the possibility of "dedicated" (presumably exclusively passenger) lines between Montreal and Ottawa, and between Ottawa and Toronto, for 125 m.p.h. operation, by 1990. Montreal-Ottawa would be the first priority, using the CN line through the Mount Royal Tunnel and crossing the Ottawa River near Hawkesbury, then switching to CP track between Vankleek Hill and Ottawa. Use of this route would cut running time between the twocities from two hours and 20 minutes to one hour. The Ottawa-Toronto link would involve running over CP Rail's Lakeshore line west from Smiths Falls to a point east of Belleville (see last month's Newsletter). Operation at 125 m.p.h. on this route would cut Toronto-Ottawa rail time to two hours and 40 minutes, and Toronto-Montreal time (via Ottawa) to three hours and 40 minutes.

• VIA's new Toronto-Montreal trains, Nos. 64 and 65 (see Newsletter 381, P. 18) are named THE MERIDIAN. The Toronto-Montreal and Toronto-Ottawa schedules are now as in the following:

• Effective July 19th Turbo runs 66 and 67 began stopping again at Kingston, owing to complaints from the public and a CTC recommendation. The Kingston stop had been eliminated in May.

A COMBINATION RAIL-MARINE OUTING

Many railfans are also fond of classic steamboats, and the recent return to service of the 1887-built S.S. "Segwun", operating out of Gravenhurst, Ontario, gives members a rare chance to combine both interests.

The "Segwun", which had been moored at Gravenhurst as a museum exhibit since 1958, is the last survivor of a fleet of steamboats which plied the waters of the Muskoka Lakes, serving the scattered communities, resort hotels, and cottages. Now, after several years of restoration work, the "Segwun" is again serving its appointed role, carrying happy passengers through the picturesque lakes.

The vessel is truly a beautiful sight, with its tall stack painted in the Muskoka Lakes Navigation Company's orange, silver and black, and with white painted superstructure and dark green hull. The dining room and lounge are pictures of Victorian opulence, with rich wood panelling, ornate period light fixtures, and broadloom. Being aboard is a pure delight, listening to the throbbing of the reciprocating engines, the rush of water past the prow, and savouring the familiar aroma of coal smoke. A trip aboard the S.S. "Segwun" is indeed a trip back through time to a more charming and leisurely era, infinitely preferable to the present.

A variety of cruises are offered up to September 27th, including all day trips on Mondays and Thursdays as well as shorter voyages of one hour, 45 minutes duration. Members should write: "S.S. Segwun", P.O. Box 789, Gravenhurst, Ontario P0C 1G0, or phone (705) 687-8185, for further details. Train service is as follows:

NORTHBOUND

121, 'The Northlander', daily except Sat.		123, Fri. only	129, 'The Northland', daily
Lv. Toronto Union Station	1230	1900	2125
Arr. Gravenhurst	1454	2135	2350

SOUTHBOUND

128, 'The Northland', daily	120, Sat. only	122, 'The Northlander' Except Sat.		124 Sun. only
Lv. Gravenhurst	0545	1046	1540	2001
Arr. Toronto Union Station	0810	1310	1810	2230

Members wishing to dine in Gravenhurst might choose to do so at Sloane's Restaurant on the main street, which we have always found to be a very pleasant and reasonable establishment. So there you have it--a voyage aboard an authentic 19th century steamboat, preceded and followed by a train ride.

UCRS and other events and activities

by Ed Campbell

--The Society will have a booth again at the Milton Steam Fair this year. The event will be held on Friday, September 4th through Monday, September 7th; Jim Walther will need help to keep the booth open for the four days. He will appreciate your help. Please call him at (416)294-2737 as soon as you can so that he can complete his plans. Promotion of the Society is an important activity--you can help do this at Milton.

--The Hamilton Chapter will not meet in August due to members' holidays; meetings will resume on September 25th. Do you have your slides ready?

--The regular Toronto meeting will be held on Friday, August 21st in the auditorium of the Education Centre at College and McCaul Sts., at 8 P.M. sharp (doors open at 7 P.M.). The auditorium is on the 6th floor, west side of the building. The program will consist of a showing of 16mm sound movies. Why not come early and enjoy a get-together with other members before the entertainment?

--Support your Society and its activities--take the bus and train tour on Sunday, September 27th to Lakefield, Fenelon Falls, Haliburton, Huntsville and other railway locations. Return to Toronto by ONR NORTHLANDER. Leave Toronto Union Station at 0830, returning at 1820. A hot buffet lunch is included. Adults $54.95 to members, $55.95 to non-members. These prices work out about 11 cents per mile, as against 14 cents per mile on the new VIA-Amtrak MAPLE LEAF to go from Toronto to New York, so the price is right. Have a good time with other UCRS members and friends; the fall colours should be perfect on this date. Order your tickets from UCRS, Box 42, Station "D", Scarborough, Ontario M1R 4Y7 or call Ron Layton at (416) 294-1925 if you receive your Newsletter late because of the mail strike.

--Grant Kingsland will appreciate your help in keeping CN 6213 open as long as possible during the Canadian National Exhibition. He may also need your help to get the locomotive in top shape. Please call him at (416)444-4616 and offer your services.

--UCRS Car 13 (CAPE RACE) trip to Northern Ontario leaves Toronto Union Station at 2125 on Sunday, September 13th trailing THE NORTHLAND, No. 129 for Cochrane and Moosonee via the POLAR BEAR EXPRESS. It returns to Cochrane, Porquis, Timmins with further side trips via freight service, arriving back in Toronto on Saturday, September 19th at 0810. Most meals are included. The freight runs will include stops at various mines in the area. This will be a beautiful time to see Northern Ontario. Prices are not available yet but no complications are expected to develop and the trip should leave on schedule.

--A searching criticism by former Toronto Mayor John Sewell of the TTC-Metropolitan Council decision to oust conventional light rail technology from the Scarborough LRT line and substitute therefor the UTDC's ICTS system appeared as a feature article in the Toronto Globe and Mail on June 19. The article drew fire from as far away as Vancouver in the form of a letter from William Tendell, Chairman of the Urban Transit Authority of British Columbia, published in the same newspaper on July 2. The letter largely repeated the platitudinous utterances about encouragement of a high technology Canadian industry as well as about the jobs that construction of the elevated guideway will create. However, hard information was given to the effect that a $330 million contract between the Ontario and B.C. Governments was signed on May 29 whereunder UTDC will supply components and technical advice for the Vancouver-New Westminster ALRT line, and that a $9 million contract was awarded on June 13 to a Vancouver company for supply of the linear induction motors.

UP-DATE ON CNR OPERATIONS IN THE LAKE HURON AND GEORGIAN BAY AREAS

by Brian C. Nickle

Owen Sound Subdivision: between Palmerston and Owen Sound; one return trip each week by train 516/517 out of Stratford went into effect on April 26, 1981.
Newton Subdivision: between Stratford and Palmerston; regular service by train 516/517 out of Stratford, which operates only as far as required on the days it does not go to Owen Sound.
Southampton Subdivision: between Harriston Jct. and Douglas Point; as required only by train 516/517 out of Stratford. Unit oil trains to the Bruce Nuclear Plant at Lake Huron operate from Sarnia on an infrequent basis. Also infrequent extras out of Stratford.
Kincardine Subdivision: between Listowel and Kincardine; service as required only by train 516/517 out of Stratford.
Durham Spur: between Palmerston and Durham; service as required only by train 516/517 out of Stratford.
Waterloo Spur: between Kitchener and Elmira: service as required by the Kitchener Yard engine.
Drumbo Subdivision: between Paris Jct. and Tavistock; No Service.
Drumbo Subdivision: between Tavistock and Stratford; service as required by train 581 out of Stratford, or Stratford Yard engine as this portion of the Drumbo Sub. has now been placed into Stratford's yard limits.
Forest Subdivision: between Sarnia Jct. and Forest; No Service.
Forest Subdivision: between Forest and St. Mary's Jct.; service as required by train 581 out of Stratford.
Fergus Subdivision: between Lynden and Galt; No Service.
Fergus Subdivision: between Galt and Fergus; regular service by train 580 operating out of Guelph.
Fergus Subdivision: between Fergus and Palmerston; No Service.
Goderich Subdivision: between Stratford and Goderich; regular service by train 511 operating out of London East.
Exeter Subdivision: between Hyde Park and Clinton Jct.; regular service by train 511 operating through to Goderich from London East. On occasion train 511 has become swamped with switching assignments enroute to Goderich, and a B511 has been ordered to switch the Exeter Sub., allowing the regular train 511 to run straight away to Goderich; this is not a regular happening, though.

September issue: More about VIA's LRC's and the Pepin service c

UPPER CANADA RAILWAY SOCIETY
Box 122, Terminal "A"
Toronto, Ontario M5W 1A2

PRINTED MATTER

ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED

**NEWS MAGAZINE
PLEASE
DELIVER PROMPTLY**