



METRO TORONTO
RAPID TRANSIT STUDY

Newsletter

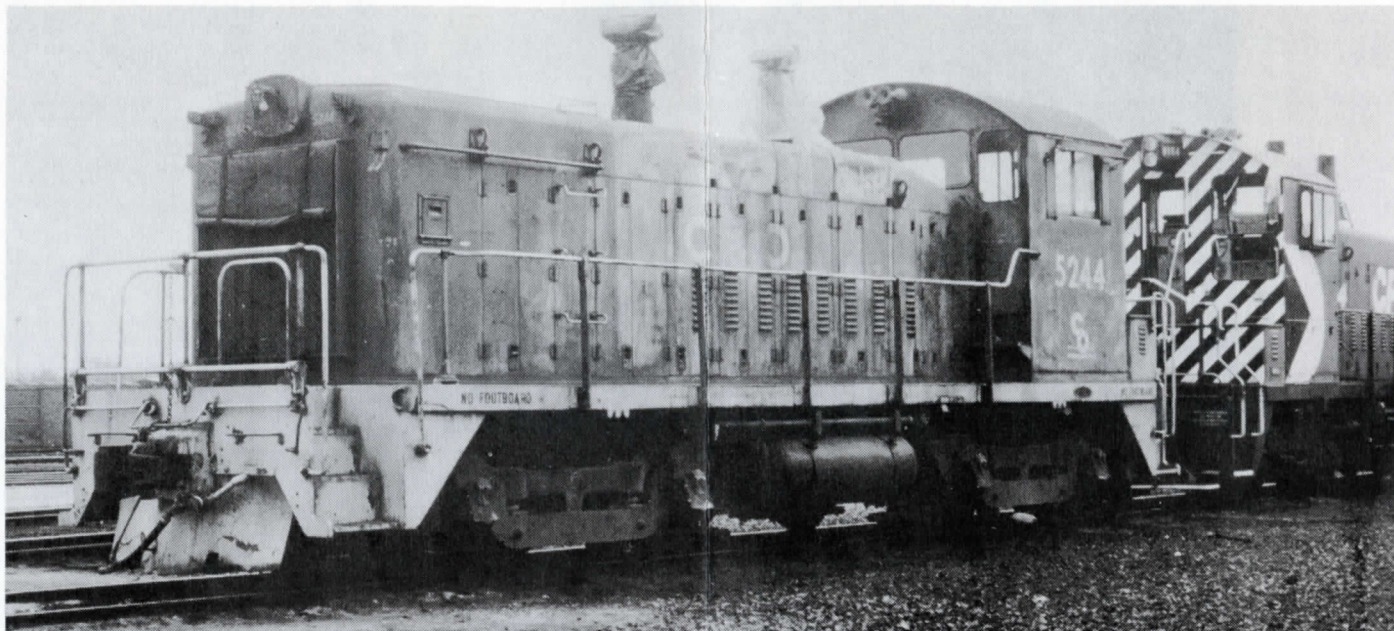
INCORPORATED 1952

NUMBER 393

JULY 1982



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



--John D. Thompson photo

Ex-Chesapeake and Ohio switcher 5244 is pictured at CP Rail's Toronto Yard in May, 1982. The unit reportedly was en route to an industrial company in Quebec for further service, after having been purchased last year from the C&O by Andrew Merrilees Ltd., a local railway equipment dealer.



--MTC photo

Study in contrasts: UTDC's new articulated CLRV rounds a curve on the corporation's test track near Kingston, Ontario, as an ICTS car passes overhead on the elevated structure built for these unique cars. May, 1982.



--MTC photo

A rear view of the articulated CLRV. Note the electrical equipment housed in the roof of the lead section. This May, 1982 view was made before the installation of roll signs and couplers.

Was Pepin ultra vires?

(Editor's Note: The method used to effect the November 1981 discontinuance of 20% of VIA Rail's passenger train mileage was widely publicized as having been found to be within the power of the Canadian Government. This conclusion was based upon the findings of two court judgements in Western Canada (both of which are under appeal). However, a new approach to the matter is evident in recorded testimony before the Standing Senate Committee on Transport and Communications, as given by Mr. G.C. Eglinton, Counsel to the Joint Committee on Regulations and Other Statutory Instruments, on March 25, 1982. The following are a number of the most incisive extracts from that testimony. The copy of the transcript of the evidence was forwarded by Peter F. Oehm).

Senator Riley: Mr. Chairman, I wanted to ask Mr. Eglinton questions with reference to the testimony he gave before the committee previously relating to Section 64 of the National Transportation Act. He had expressed an opinion that this section was ultra vires regarding the countermanding of the famous order in council, which saw the abandonment or the cutback of certain VIA Rail services. I wonder if he would mind giving us the reasons why he held that opinion and I would like to know if he still holds it.

Mr. G.C. Eglinton: Thank you, Mr. Chairman. It is my view that the order in council which was used to overrule the orders and decision of the Canadian Transport Commission, and so to reduce the rail services, was ultra vires Section 64 of the National Transportation Act. I am aware that, in the litigation that did take place at first instance on this matter, the decision of the court was that the order in council was valid. However, the grounds on which I regard it as being invalid were not adduced to the court and were not dealt with by the court.

Really, all I can say about the litigation is that I did not have the carriage of it. As to why my view is that the order was ultra vires, it is really quite simple. The Governor in Council has the power, under Section 64, to amend, vary or modify the orders of the Transport Commission. As regards the orders that the Transport Commission can make, its jurisdiction is set out in the Railway Act. As far as railway passenger service is concerned, the jurisdiction of the Transport Commission is set out in Section 260 of the Railway Act. The grounds on which it can consider the abandonment of passenger rail service are set out in Subsection (6) of Section 260.

The Transport Commission cannot go beyond the grounds set out in Subsection (6). If the Transport Commission were to decide to abandon a railway passenger service for reasons not set out in Subsection (6), its decision would be ultra vires the Railway Act. This is an aspect of what is called the collateral purposes doctrine. The Transport Commission would be acting for a purpose which is collateral to the Railway Act. When the Governor in Council overrules, varies or modifies a decision of the Transport Commission dealing with the passenger rail services, he must still produce a result which is intra vires the Railway Act. The final order of the Transport Commission, as modified by the Governor in Council, must still be an order which the Transport Commission itself could have made.

The acknowledged reason for making the order in council was to achieve budget economies. That is not a reason which is available to the Transport Commission in order to reduce or abandon railway passenger services. In fact, the act is cast in quite the opposite direction. The Transport Commission decides, for the reasons set out in Subsection (6), whether a service should be maintained or not. It is then up to Parliament to vote the money.

In his evidence before the Standing Joint Committee on Regulations and other Statutory Instruments, Mr. Thompson, who is counsel to the Transport Commission, was asked about this particular point. He was asked: What would be the situation if the government announced that it wanted to produce a \$100 million saving in the total cost of subsidies to railway passenger services, and whether it could order the Transport Commission to take this into consideration? If the Transport Commission did not take this into consideration and Parliament refused to vote the money to finance all of the services that the Transport Commission insisted on maintaining, what would be the result? His answer to these questions was quite simple: the railway will go bankrupt.

Mr. Thompson said that: "If you look at Section 260, especially Subsection (6), those are the criteria which Parliament set for the Commission to be guided by in deciding whether a service should go or stay". He said that "to impose new conditions and tests on top of those statutory ones, which were made by Parliament, would create a conflict that would be easily challengeable in the courts".

The Statutory Instruments Committee attempted rather obliquely to deal with this situation in its report on the VIA Rail Order in Council. In part it reads: "...the Railway Act does not permit the Minister of Transport to direct the Canadian Transport Commission to hold hearings with a view towards discontinuance and the savings of dollars". It would in your Committee's opinion be unlawful to give a specific direction to the Canadian Transport Commission to save \$100 million by eliminating particular services so that the money saved could be spent on new equipment for use on some of the remaining services. Parliament has already ordained the matters the Canadian Transport Commission may and shall consider. The basis of the Government's policy, the saving of a global sum of money over the whole industry, is not one of them.



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 (416) 255-1924

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



READERS' EXCHANGE

• Steve Bradley, 55 Parfield Dr., Willowdale, Ont. M2J 1C2, (416) 494-1537 wants pix of CNR Mikado 3390; has several pieces of CN dining car china with various heralds, for sale at \$10 each.

• The Ontario Rail Association is offering for sale four passenger train cars, as follows:

Coach 201, ex-CPR 1479, 84' length, 89 tons, 68 seats, ice air conditioning, Canadian Car & Foundry, 1928; coach 1465, ex-CPR

same no., data same as for 201 except 82 seats; School on Wheels, ex-CNR 15089, 72' length, 55 tons, wood body and underframe, six wheel composite trucks, Crossen, 1914; parlour car CHEPHRON, ex-CNR 822, 85' length, 89 tons, 19 swivel parlour seats, eight-place dining room, buffet, ice A/C, CC&F 1929.

Persons interested in inquiring with respect to the purchase of one or more of these cars should write to P.O. Box 64, Brampton, Ont. L6V 2K7, preferably with details of an offer. Purchasers will be required to place insurance on the equipment and certain work, at the purchaser's cost, must be undertaken to make the car or cars ready for movement. Also for sale is CN Bronte station, presently located at Milton, Ont.

ONE CAR CAN MAKE A LOT OF DIFFERENCE--"Get on board, little children, there is room for many more". These lines from an old spiritual could have been voiced by the conductor of VIA Rail Train 668 bound for Toronto on June 20th to more than 50 wary passengers waiting at Kitchener's red brick depot. In contrast to the crowded two-coach train that pulled into town a week earlier and the conductor who tried to prevent more than 30 passengers from boarding, the June 20 version of No. 668, with three coaches, had room to spare.

When the 220 seat train pulled out of London at 5 p.m. with only 65 passengers, there was every indication that there would be seats galore by the time it reached Kitchener. Only about 12 people boarded at St. Marys, but then came Stratford. The platform at the geranium-hung station was packed when the train rolled in. Close to 100 passengers, most of them Toronto-bound tourists who had spent the weekend at the Stratford Shakespearean Festival, thronged aboard, completely filling the extra coach and overflowing into the adjoining one. Apparently VIA Rail officials had not taken the Festival into account the previous week, a factor that caused the overcrowded condition of the two-coach train when it arrived at Kitchener.

The conductor on June 20th was not concerned when the train pulled out of Stratford--"I have a baggage car too; I'll put the Kitchener passengers in there if necessary". However, this extreme measure did not prove to be necessary. There were about 70 vacant seats when the train pulled into Kitchener and about 20 passengers got off there. When the train left Kitchener there was still ample room for Guelph and Georgetown passengers. The previous week, about 20 intending passengers at Guelph, who had waited patiently for an hour, were left behind after passengers boarding at Kitchener defied the conductor and boarded the train. They crammed into every available space and stood there for more than an hour despite remonstrations from the conductor and the urgings of police.

--from the Toronto Star

COVER: CPR G5a Pacific 1201, built by the company's Angus Shops in 1944, is pictured at Eganville, Ontario, on October 10, 1981. The occasion was a fantrip over the CNR between Ottawa and Barry's Bay, sponsored by the National Museum of Science and Technology. The trim Pacific, pulling a consist resplendent in CPR maroon, will be the star performer at Railway Week in North Bay next month (see UCRS activities, Page 17).

--John D. Thompson photo

Now, it has been said that the Governor in Council may proceed on a policy basis under Section 64 to overrule, amend, vary and modify decisions and orders of the Transport Commission. But it is my view that in doing so he must still produce a result and arrive at an order which the Transport Commission itself could have arrived at. If it were otherwise, Section 64 is simply an abdication by Parliament to the Governor in Council of all the power Parliament has with respect to railways or airlines or anything that comes within the jurisdiction of the Transport Commission. In other words, Parliament would be saying, "We are setting up a transport commission; we are giving it jurisdiction; we are saying what it can take into account; but the Governor in Council can come along and do anything that Parliament can do and arrive at any policy irrespective of the decision which he is purporting to vary".

That sort of approach was taken to the War Measures Act in wartime, but I doubt that it is appropriate to interpret any statute, particularly on a limited subject, as being the complete handing-over of Parliament's power to the Governor in Council. The limits or the parameters of the Governor in Council's power are the limits set out in the Railway Act, and he must, in varying, modifying or changing an order of the Transport Commission, be governed by the same jurisdictional considerations the Transport Commission is governed by. That, as simply as I can put it, is my reason for saying that the Order in Council is invalid.

Subsection (6) refers to an "uneconomic passenger train service", and I should say that the commission is supposed to decide whether a service is uneconomic. But apparently they all are, so that is no problem. Subsection (6) reads as follows: "In determining whether an uneconomic passenger train service or parts thereof should be discontinued, the Commission shall consider all matters that in its opinion are relevant to the public interest including, without the generality of the foregoing, (a) the actual losses that are incurred in the operation of the passenger train service;

(b) the alternative transportation services, including any highway or highway system serving the principal points served by the passenger train service, that are available or are likely to be available in the area served by the service;

(c) the probable effect on other passenger train service or other passenger carriers of the discontinuance of the service, or parts thereof; and

(d) the probable future passenger transportation needs of the area served by the service.

Senator Bonnell: And it is your interpretation that under that subsection the commission had no authority to discontinue those railways that were in the public interest.

Mr. Eglington: The Transport Commission, if it conducted an inquiry and addressed itself to those matters, could have arrived at the conclusion that the service should be discontinued, but the Transport Commission is not permitted under the Railway Act to say that "it is essential to save \$100 million on railway subsidies and therefore the following services will be cut". That is not what the Railway Act provides for.

The Chairman: As I recall the substance of the minister's (Mr. Pepin's) statements on many occasions, including his appearance before this committee, he was maintaining the view that the order merely varied the order of the CTC with reference to the route that should be serviced and therefore it came well within the words, "varied, modified", or whatever they are within the Railway Act, Section 64.

Mr. Eglington: The order in council took the form of a document which said that the orders--and it listed the particular orders and decisions of the commission--were varied in the following fashion. I think it set out 16 appendices in a document which in fact was the order of the Transport Commission with the changes written into it, if I can put it that way. So they varied the order and said that instead of that order of the commission, "here is what is to be said to be the order of the commission from now on. The Governor in Council has taken the order of the commission and amended it and here is the order". I think that only reinforces the point that the result of the Governor in Council's exercise under Section 64 in producing an amended order of the Transport Commission had to be an amended order at which the Transport Commission itself, within its jurisdiction, could have arrived.

The Chairman: Yes, I follow that. Would you state again why you believe that the Transport Commission itself could not have arrived at an order by varying these orders that were listed as being varied by the order in council?

Mr. Eglington: Simply because it is not open to the Transport Commission under the Railway Act to proceed to discontinue railway services on the sole consideration of saving \$100 million or \$200 million on railway subsidies.

Senator Bonnell: Let us suppose that the order in council is ultra vires because of the reasons I stated and that it went before the Supreme Court where the judge rendered a decision agreeing that it was ultra vires. Don't you think that in the long run it is perhaps an exercise in futility because what would then happen is that the government could simply amend the Railway Act, which would have the effect of carrying out its wishes in any event.

Mr. Eglington: Yes, they could certainly bring in a simple act stating that, for the avoidance of doubt, a particular order in council is deemed valid and always to have been valid from the date on which it was made. There is no doubt about that. Of course, one also has to acknowledge that for government to do that, there would have to be debate in Parliament and the political pressures would build all over again, especially in respect to one or two of the lines that were quite heavily used.

CORRECTION (April 1982 Newsletter, Page 10): The two-sectioned STARLITE mentioned had the following power: First Section--CP 5965-5751-8695-8124-TH&B 74; Second Section--CP 5946-8569-8803. The date was Saturday, February 14, 1982.

--Doug Page

--The Urban Transportation Development Corporation held "open house" at the Kingston (Millhaven) Transit Development Centre on June 18th and 19th which were labelled "Industry Day" and "Public Day" respectively. Visitors rode the new articulated CLRV over the short test track.



CALGARY



CONSTRUCTION OF NORTH-EAST LRT LINE COMMENCES--Calgary Mayor Ralph Klein officiated at a ceremony on May 20th marking the start of construction on the Calgary Transit System's second C-Train line, to extend from the downtown area into the north-eastern section of the city. The facility is to be financed by \$560 million in budget cuts from other city five-year spending programs, as implemented by City Council in 1981 (the line will not cost that amount, as a portion of the sum is earmarked for other projects). The city is forming a special cost control committee to oversee construction of the new line and to attempt to prevent the budget overruns which plagued the south line (the latter ran \$29 million over the estimate, not because of poor management, but because of unexpected contingencies). Construction of the North-East LRT is expected to take 3½ years, putting completion near the end of 1985.

The following description of the line is broken into five "sub-areas" as per the 1981 Functional Study Report:

Sub-Area 1--The line extends easterly along 7th Ave. South-East from 3 St. S.E., turns north at 4 St. S.E., running parallel to and immediately east thereof, crosses 6th Ave. S.E. at grade, rises to cross the Bow River, and then turns east to parallel Memorial Drive on an elevated structure; it then descends into the median of Memorial Drive to 11 St. N.E. This is what is known as the "interim" alignment. A later, "ultimate", alignment would enter a tunnel from 7th Ave. and 1 St. N.E., curving south-easterly (see dashed line on map) to pass under the civic redevelopment area and then north-easterly to surface along the east side of 4 St. to join the above described alignment.

Stations-- (Interim alignment) on 7th Ave. between 3 and 4 Sts. S.E.;--Bridgeland Station on Memorial Drive immediately east of 8 St. N.E.;

--(Ultimate alignment) underground station at McLeod Trail;

--(When the ultimate alignment is established) Village East Station to be constructed between 6th and 7th Avenues replacing the interim station on 7th Ave. between 3 and 4 Sts. S.E.

Costs--Interim alignment \$14 to \$15.5 million; ultimate alignment \$16 to \$17.5 million additional.

Sub-Area 2--The line continues easterly in the median of Memorial Drive from 11 St. N.E. through the Deerfoot Trail interchange to 18 St. S.E.

Station--Zoo Station located directly east of 14A St. N.E.

Costs--\$14.5 million to \$16 million plus additional costs for associated roadworks.

Sub-Area 3--The line continues in the median of Memorial Drive from 18 St. S.E. to 30 St. S.E., passing over Barlow Trail on an elevated structure and crossing 28 St. S.E. at grade.

Stations--Barlow Station east of 19 St. S.E.; Franklin Station west of 28 St. S.E. (250 space park and ride lot).

Memorial Drive is to be reconstructed between 18 St. S.E. and 25 St. S.E. with a wide median to accommodate the LRT line.

Costs--\$12.5 to \$14 million with up to \$11 million for roadworks.

Sub-Area 4--The line continues on the Memorial Drive median from 30 St. S.E. to enter an underground section near 35 St. N.E., curving to the north onto 36 St. N.E. and surfacing near 3rd Ave. N.E. to continue in the median on 36 St. N.E. It crosses the Trans-Canada Highway on an elevated structure and returns to the surface before reaching the end of the sub-area at Sunridge Blvd.

Stations--Marlborough Station at 36 St. and 7th Ave. N.E.; Trans-Canada Highway Station at 36 St. and 18th Ave. N.E.

Costs--\$25 to \$28 million, associated roadworks up to \$12.5 million.

Sub-Area 5--The line continues in the median of 36 St. N.E. between Sunridge Blvd. and the end of the line at 39th Ave. N.E.

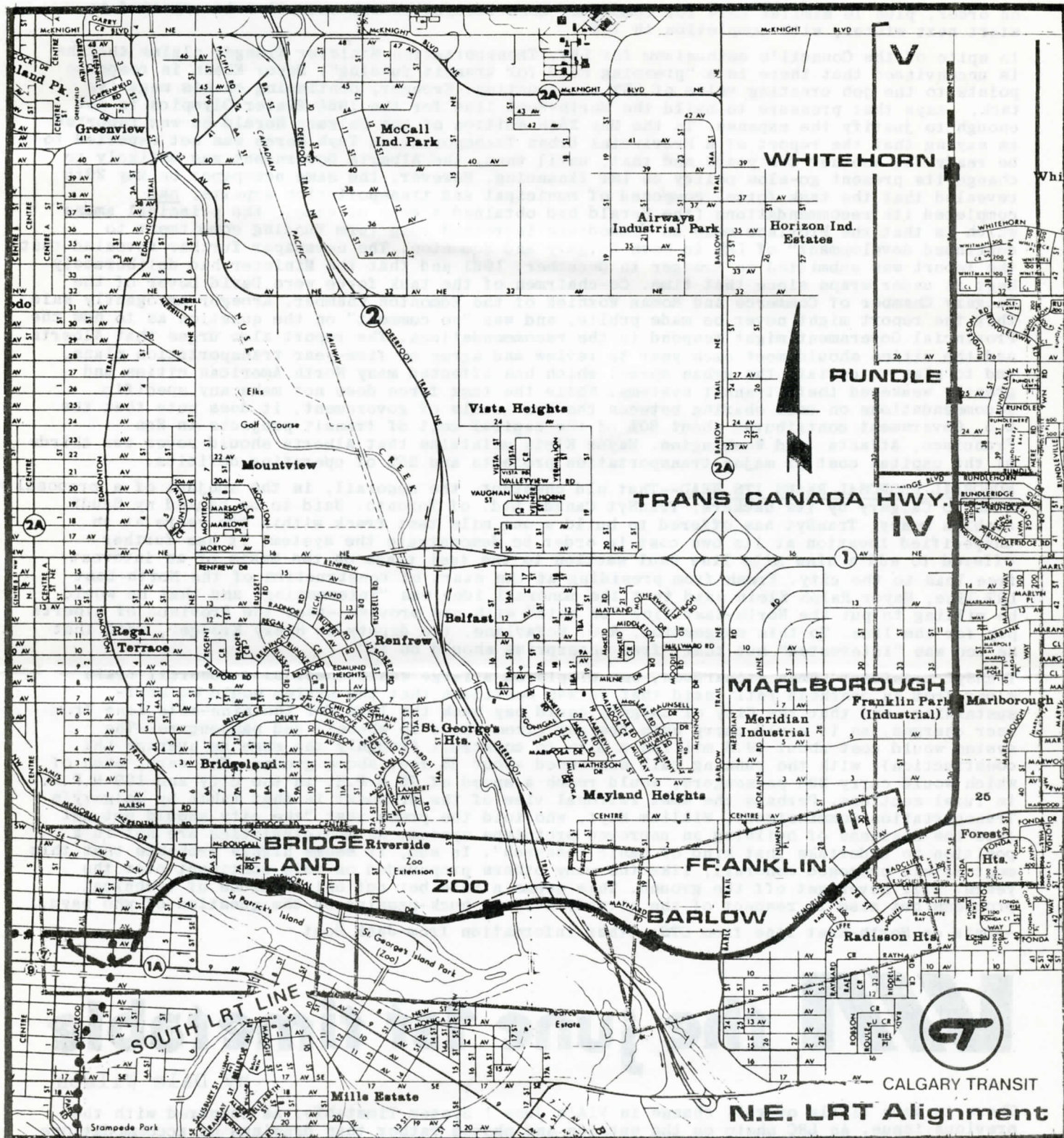
Stations--Rundle Station at 36 St. N.E. and 25th Ave. N.E.; Whitehorn Station at 36 St. N.E. and 39th Ave. N.E., with park and ride lot.

A spur line is to be constructed north of 39th Ave. N.E. to pass under the southbound roadway of 36 St. N.E. and enter the carhouse site; the spur is to be constructed such as to facilitate a northward extension of the LRT line at a later date.

Costs--\$17.5 to \$19 million with associated roadworks of up to \$2.5 million.

The total estimated North-East Line costs are between \$83 and \$92.5 million, plus from \$18.5 to \$20.5 million for the carhouse and yard. The total capital costs (inclusive of 33 cars to equip the line) are estimated at between \$144.5 and \$156 million, with associated roadworks between \$53.5 and \$61 million.

NORTH-WEST LINE DISPUTE; SOUTH LINE EXTENSION--At the North-East line opening ceremony Mayor Klein said that he wanted City Council to divert another \$300 million in order to permit construction of the North-West line, over which there has been much controversy as to routing. He is also looking for a Provincial commitment to



share in the North-West financing, but it appears that this will not come easily, owing to the recalcitrant attitude of Alberta Transportation Minister Henry Kroeger. The latter, fairly obviously a roads and oil man, says that Calgary is "trying to move too quickly" into the North-West construction. He has said that the city is free to go ahead on its own, but that it could well find the debt load too heavy, with a doubling of the interest on the debt after five years from borrowing the \$300 million plus the "50% annual operating loss". A final route for the line has yet to be approved due to complaints from citizens about the possible demolition of housing and the visual impact of the line.

In view of the difficulties in making progress with the North-West line, City Council on February 24th approved the extension of the existing South line some two miles beyond Anderson Road Terminal to the new Midnapore residential area. This project evidently presents minimal problems as the alignment would simply continue to follow further along CP Rail's McLeod Subdivision. The Midnapore extension will be financed with \$65 million in accumulated grants originally earmarked for the North-West line. An additional \$2.5 million was appropriated for an extension to the Anderson Road Shops to permit assembly of 13 new DuWag U2 model LRV's now

on order, plus 16 similar cars for Edmonton. Construction of the extension is expected to start next winter, with completion in 1984.

In spite of the Council's enthusiasm for LRT, Transportation Minister Kroeger claims that he is unconvinced that there is a "pressing need for transit funding". Mayor Klein in response points to the job creating value of LRT construction. Kroeger, continuing on his negative tack, says that pressure to build the North-West line for the 1988 Winter Olympics is not enough to justify the expense. In the May 28th edition of the Calgary Herald he was reported as saying that the report of a Provincial Urban Transportation Task Force was not expected to be ready for another two years and that, until then, the Alberta Government was unlikely to change its present go-slow policy on LRT financing. However, the same newspaper on May 29th revealed that the task force, composed of municipal and transportation experts, had completed its recommendations (the Herald had obtained a copy of same), the principal among which is that the Province make an "immediate increased long term funding commitment to continued development" of LRT in both Calgary and Edmonton. The newspaper further revealed that the report was submitted to Kroeger in December, 1981 and that the Minister had deliberately kept it under wraps since that time. Co-chairmen of the task force were David Dover of the Calgary Chamber of Commerce and Roman Wozniak of the Edmonton Chamber. Kroeger arrogantly said that the report might never be made public, and was "no comment" on the question as to how the Provincial Government might respond to the recommendations. The report also urges that Alberta and the cities should meet each year to review and agree on five-year transportation plans, and to plan to curtail the urban sprawl which has affected many North American cities and greatly weakened their transit systems. While the task force does not make any specific recommendations on cost sharing between the two levels of government, it does note that the U.S. Government contributed about 80% of the capital cost of transit projects in San Francisco, Atlanta and Washington. Mayor Klein maintains that Alberta should cover two thirds of the capital cost of major transportation projects and 25% of operating deficits.

MONORAIL PROPOSAL REARS ITS HEAD--That old chestnut, the monorail, is the subject of a proposal as made to Calgary by its backers, TranSyt Canada Ltd. of Toronto. Said to be backed by Saudi Arabian money, TranSyt has offered to build a one mile test track within two years at an unspecified location at its own cost in order to demonstrate the system. It has further offered to add a nine mile line haul section to the test track on the basis of an interest-free loan to the city. Fresh from presiding at the start of construction of the North-East LRT line, Mayor Ralph Klein said that the monorail idea was "interesting" and that he would be willing to put the North-East line "on hold" with one proviso--that the Province of Alberta pay for the line. To this suggestion, R.G. McFarlane, the deputy to Henry Kroeger, said that he too was "interested" but that "free enterprise should do it".

TranSyt President Lyman Richardson, who displayed a large scale model of a monorail train slung from an overhead rail, said that he was confident that the system would be self-sustaining, and that the City of Calgary could pay back the loan for the nine-mile line from user charges, as it would carry both freight (from where to where?) and passengers. The system would cost about \$9.5 million a mile to construct (roughly the same as average LRT construction), with the running rail suspended about 35 feet above ground. The cars, each of which would carry 200 passengers, would reach a speed of 75 M.P.H. in the city and 150 M.P.H. in rural sections. Perhaps the most rational view of the proposal is that taken by Calgary's Transportation Commissioner, William Kuyt, who told the press that "the city should not get into the business of building an unproven prototype system, as municipalities are not in a position to undertake that kind of basic research". In sum, it seems highly probable that this most lately proposed monorail, like the many others propounded on this continent over the years, will never get off the ground. This seems a safe bet not only because of technical problems but also in respect of the already evident buck-passing on the question of who pays.

--Data on North-East line from CTS; other information from Jack Bost



the june 1st timetable

by Dale Wilson

There is very little overall change in VIA's June 1 System Timetable, as compared with the previous issue. An LRC photo on the outside and photos rather than drawings of accommodations on the inside of the covers are the most obvious visual modifications.

The first page inside the cover, actually "3" by VIA's count, carries a listing of "highlights" for the document, and is worth more or less repeating here since it summarizes what this report should cover. The presence of the LRCs is noted, accurately now if news reports are to be believed. Montreal-Ottawa service is said to have been upgraded and made faster. Ottawa-Toronto service on the EXEC is 30 minutes faster, now providing under five hour travel between these centres. A Windsor-Ottawa connection is now possible, and one must assume this is in answer to some great need by large numbers of passengers, not a handful of MPs who have suddenly discovered that trains aren't that bad after all. Summer RDC service between Sudbury and White River has been re-instated, making it possible for THE CANADIAN to avoid MOST of the stops in the bush with its 20-plus car train. The Calgary-South Edmonton train will now have reserved seating, just VIA's way of saying sorry for vending machine food at Red Deer and for not going to the real Edmonton station. The "VIA-1" service has been extended somewhat in the corridor, no doubt a welcome item for businessmen.

A couple of innovations are welcome. A page of sample fares between common points will be of

interest to almost all travellers, and railfans will be fascinated with the passenger car diagrams. That VIA can accomplish this with only six diagrams indicates how far the rolling stock roster has been reduced from the great days of the past. A summary of cross-Canada service is given again in this issue, but streamlined to be much more readable.

Eastern Canada services are little changed. The Fredericton-McGivney limousine service has disappeared, finally, and one suspects the only reason it was still in the last issue, connecting with nothing, was that someone overlooked it! LE SAINT LAURENT, in its 360 mile Montreal-Mont Joli run, has clipped 20 and 30 minutes off running times, an interesting small improvement. There are only two buses between Charlottetown and Moncton, but to look at the timetable one would assume much more. Anyone planning to use this service should read the fine print very carefully to see which runs are made when. Contrasting with a variety of services to the Gaspé in the last issue, there is now only a daily RDC connection with the OCEAN. One wonders if there are extra RDC units in this part of the system to cover any upswing in traffic, such as on the July 1 weekend. A conventional train rather than RDC now provides the Montreal-Sherbrooke commuter run, and it is listed to disappear this fall. Since there is no Quebec version of GO Transit, it appears Sherbrooke natives must fend for themselves on the highways, a terrifying prospect come blizzard time. The Montreal-Senneterre-Cochrane schedule shows slight changes, perhaps just enough to annoy regular travellers. In several previous reports this practice of changing departure times by 10 or 20 minutes for no apparent reason has been remarked on in the case of many trains. VIA is still at it.

The real Quebec City station is still out of service, so rail travellers have had to convince themselves that Ste. Foy is a proper substitute...and some believe it.

LRCs are not indicated on any schedule, but it is understood that the following trains are so equipped: 60-61 and 66-67, Toronto-Montreal; 45-46 Toronto-Ottawa; 71-76 Toronto-Windsor; 83-86 Toronto-Sarnia. Obviously, equipment reliability will control this, but it is hoped it will be true.

Slight time changes have been made in the corridor, not always associated with introduction of the LRCs, so it seems. As before, THE CANADIAN is not mentioned in the corridor section of the timetable, even though it travels there as part of other trains.

The timetable notes that the trains to Stouffville and Barrie will cease, for VIA, in September. It is understood that at least part of this service will be taken over by GO Transit in one form or another, and one wonders why the whole of GO's timetable might not be printed for the benefit of any travellers coming into Toronto, right in the middle of the VIA document. It makes at least as much sense as some of the bus services, both in the east and west, that do appear.

In an attempt to show co-ordinated services throughout the whole corridor, along with connections to Niagara Falls, the VIA/Amtrak MAPLE LEAF schedule is printed in such a way as to encourage people to use it for Toronto-Oakville-Hamilton travel--surely this is not possible, and the timetable should reflect it.

The usual poor map is featured, with labels for such non-VIA points as Whitehorse and Ungava Bay, but no labels for 95% of the places actually served. Perhaps someone at VIA should take a peek at some old CN or CP public timetables to see how a railway map should be presented.

The Ottawa-Sudbury RDC schedule has been relocated in this issue, no longer suggesting that the thrice-weekly, no food, single RDC (often replaced by a bus when it breaks down) is a part of the "corridor" operations. Now perhaps if they extended the VIA-1 service to Sudbury...!

This is the last printing for a Toronto-Havelock schedule and railfans might well take note.

No significant changes are found in the transcontinental schedule or other western services, but persistent rumours are heard that there will be a major change in THE CANADIAN timing in the fall. Time will tell.

STC and VIA are both operating buses, between Regina-Saskatoon and Calgary-Edmonton, in direct competition with rail service--not in time slot but in terms of available transport. With such things being pushed in a VIA timetable, it would seem a little difficult for any new trains to be introduced.

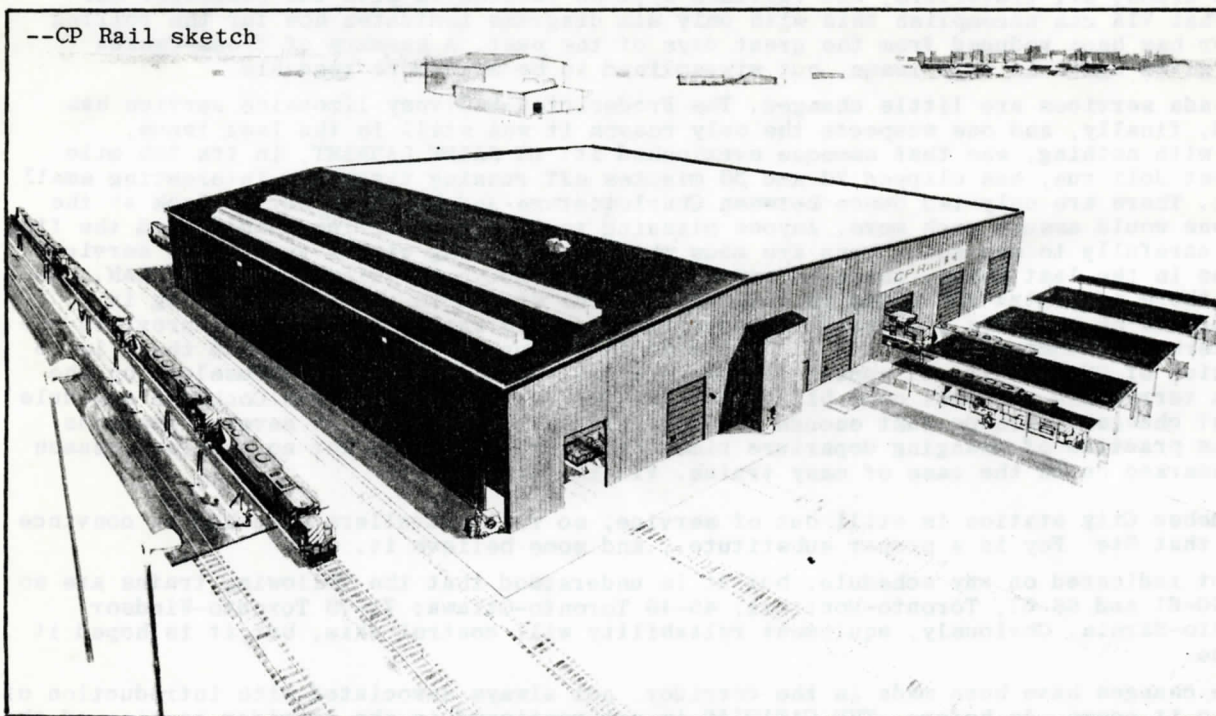
Last but not least, the silly system of having all reference marks at the end of the timetable continues. As before, this is convenient ONLY for those who compile a timetable, not for those who wish to use it. A look at those old CN and CP timetables will show how it should be done.



NEW WINNIPEG DIESEL SHOP--A new maintenance facility, particularly aimed at

increasing the capacity to handle CP Rail's Western fleet of SD40-2's, is under construction at Winnipeg. The 320-foot by 230-foot, four-track building, upon completion in November, 1983, will enlarge the locomotive servicing capacity at Winnipeg from the present 200-odd units to 450. The 3000 h.p. diesels will represent some 255 out of the latter figure, greatly increased from the present 36-unit capacity. Each track in the shop is to be equipped with platforms, pits, a lower working level, and an overhead crane. The existing shop facility will specialize in certain heavy repairs, wheel changing and switcher maintenance, while other heavy repairs and all overhauls will continue to be performed at nearby Weston Shops. As part of the \$16.5 million construction project, a 90-foot turntable (proving that they do not all date from steam days) will replace the loop track now used for reversing units. The expanded Winnipeg diesel facility will employ 490 persons, by contrast with the present 240. CP Rail Prairie Region Vice-President J.W. Malcolm presided at the recent ground-breaking ceremony for the new building, assisted by Executive Vice-President R.S. Allison as well as Federal Employment and Immigration Minister Lloyd Axworthy and Mayor William Norrie of Winnipeg.

--CP Rail sketch



NEW
CP RAIL
DIESEL
SHOP

WINNIPEG

GREATER WINNIPEG WATER DISTRICT PASSENGER TRAIN CANCELLED BY CITY--Winnipeg City Council voted on May 19 not to operate the summer passenger train service to Shoal Lake, Manitoba during 1982, notwithstanding the presentation to it of a close to 1000-name petition. James Maloway, Chairman of the Save the Train Committee, told the Council that earnings on the service would improve if it received better promotion and urged a fund raising scheme for the purpose of rehabilitating the coaches used on the train. Despite the petition, the vote was 16-12 against the operation after a one hour debate during which councillors argued the pros and cons of the matter. The City's Works and Operations Committee had decided on May 10 to recommend the cancellation to Council even though Council's Executive Policy Committee, chaired by Mayor William Norrie, had a month earlier recommended to the first named Committee that the Sunday-only service be operated in 1982, from May 30 until August 29. The Works and Operations Committee presented Council with a report on ridership on the train over past summers, which revealed that there had been a steady decline to a low of 1481 passengers in 1980, although there was an improvement in 1981, with 2293 tickets having been lifted. The 1981 operating deficit was \$24,320.

The report further stated that the GWWD train had historically lost money and that adult fares would have to rise to \$15 for the City to recover just half of its costs on the operation. The adult fare in 1981 was \$4. Councillor John Angus argued that a minimum of \$25,000 would have to be spent on refurbishing two of the three available passenger cars to bring them up to a proper operating standard for 1982, with additional expenditure on them necessary for 1983. His expressed opinion was that the train offered a "hot, stuffy, smelly, uncomfortable ride". Councillor Alan Wade, on the other side of the debate, complained that City Council could find money for arts centre funding "for people who want to flit around with a glass in their hand", but that "when it comes to riding out on the train to go fishing, that's a waste of money". Councillor Frank Johnston said that the service could possibly be revived in the future, but this suggestion did little to placate Mr. Maloway and the nearly 1000 signatories to his petition. Revival of the service in the future would have to be regarded as improbable.

--Information from Peter F. Oehm

Discovery Train For Sale--The 18 car train which toured Canada for a couple of years is for sale. The majority of the equipment originally served as the American Freedom Train which toured the U.S. in 1975-76. The Discovery Train is costing Canadian taxpayers \$125,000 annually for storage in Ottawa. Interested in buying the train? Inquiries may be made to the office of the Secretary of State.

Ottawa Orders Grain Cars--The Federal Government has ordered 1280 new grain cars, valued at \$80,000,000, as part of a promise to improve the movement of prairie grain. The cars will be delivered between July and September of this year. The new purchase will increase the fleet of Federal grain cars to 11,280. Three plants will build the cars: Hawker-Siddeley, at Trenton, N.S., Marine Industries, Sorel, P.Q., and National Steel Car Co., Hamilton, Ont.

CP Hauls U.S. Aluminum Shipments--As part of a new service, CP Rail is shipping aluminum slabs and ingots from a Washington state smelter to Pennsylvania. CPR won the contract from U.S. railways because of competitive pricing and fewer interchanges, hence faster delivery. The 9075 kilogram slabs and smaller ingots are trucked from Ferndale, Wa. to Sumas, B.C. There they are loaded aboard CP Rail bulkhead flat cars. They travel on CP to either Emerson, Man., or Welland, Ont., where they are turned over to the Soo Line or Conrail, respectively.



Metropolitan Toronto Planning Department
Toronto Transit Commission



Rapid Transit Study

TORONTO--NEW RAPID TRANSIT STUDY RELEASED--It had been referred to as the "Accelerated Rapid Transit Study" while it was under preparation, but as released on June 10th it is headed simply "Metro/TTC Rapid Transit Study". The report had been leaked to the press some weeks earlier and the essential contents were well known locally long prior to the official release date. The report, authorized on May 12, 1981, was prepared under the direction of a Technical Transportation Planning Committee in response to a TTC request made in mid-1980 because of a then noticeable increase in patronage of the transit system. The basic purpose of the study is to determine whether any new rapid transit lines would be required in Metropolitan Toronto by 1991 and, if so, the locations of such lines. The results, in terms of the study recommendations, have to be regarded as unexpected. One could well have thought that Toronto's next rapid transit lines would have been one or more of the following:

1. An extension of the Spadina Subway to the Jane-Finch area or to York University;
2. An extension of the Yonge Subway to Steeles Avenue;
3. A new line on Eglinton Avenue (perhaps Keele-Victoria Park initially and Airport-Guildwood ultimately).

What is actually proposed for detailed feasibility studies is none of these.

The initial stage of the study identified no less than 28 possible alternatives. These were tested against five basic criteria which included:

1. Compatibility with Metropolitan and area municipality official plans.
2. Existing and projected population and employment in catchment area.
3. Potential Ridership.
4. Ease of implementation.
5. Transit system compatibility.

The above process resulted in a list of four contender alternatives, as follows:

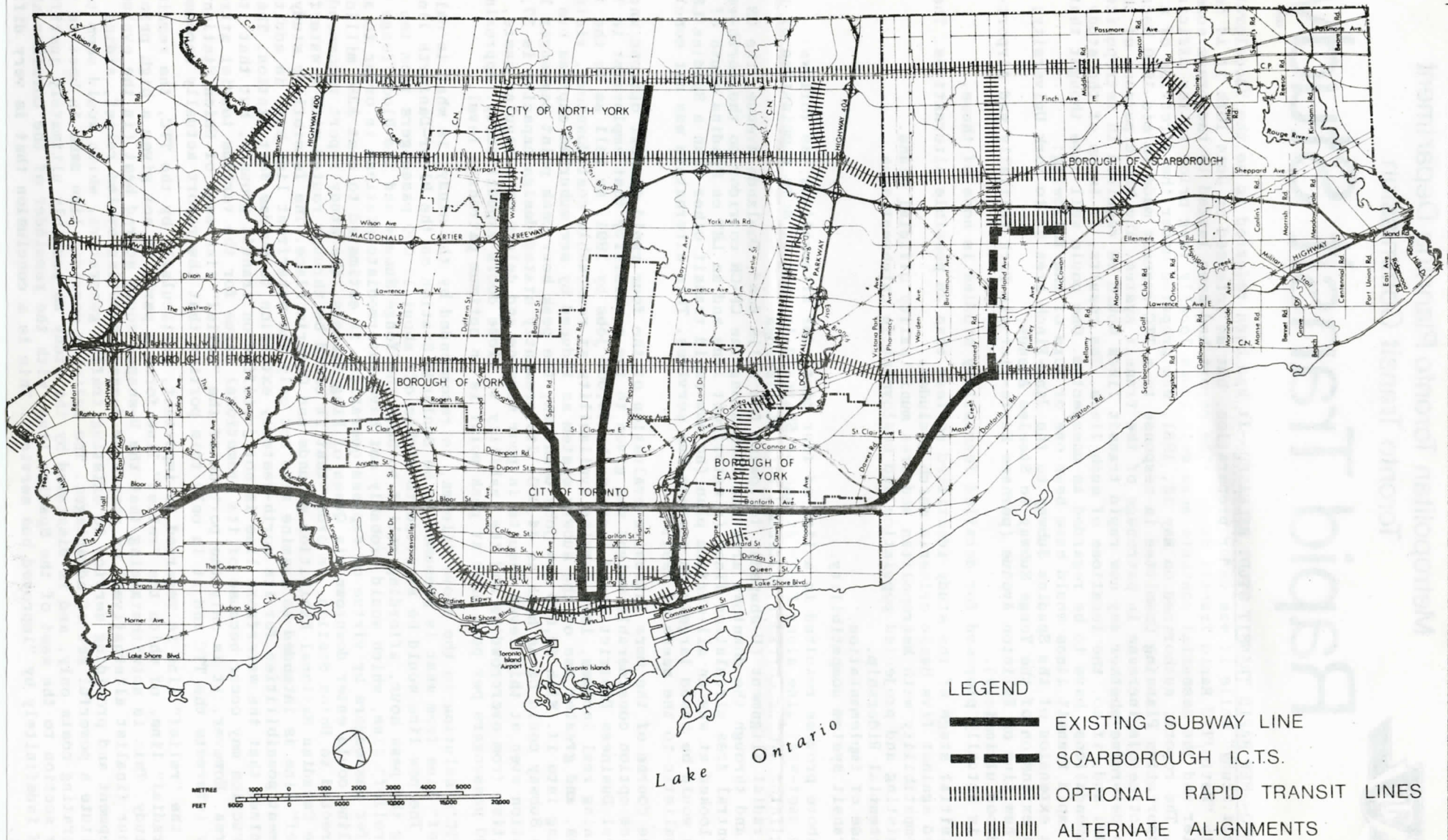
1. An east-west line along Finch Avenue or Sheppard Avenue or some combination of the two.
 2. Eglinton Avenue corridor, extended into Mississauga.
 3. A radial alignment (U-shaped), following Don Mills Road, Donlands Avenue, the CN Kingston Sub. and through the downtown area and then along the CP-CN corridor to the north-west.
 4. Central Area circulation lines (a waterfront line and an LRT on Spadina south of Bloor).
- Also looked at was an all-surface plan (no new rapid transit other than a Spadina LRT line) which would be based largely on express bus services. This alternative was not concluded to be realistic to the needs of 1991.

In the course of the more intensive evaluation of the four rapid transit options and the all-surface option considerable weight was given to the possibility that employment in Toronto's Central Business District could increase by 60,000 jobs by 1991, as well as to the factors of declining real incomes, less parking availability at reasonable cost downtown, rising gas prices, and greater use of the subway system as induced by new suburban express bus services feeding into it. With 60,000 new jobs downtown, the peak hour peak point passenger load on the Yonge Subway could be as high as 44,000. Its presently stated design capacity is 37,800, but operation even at this level results in poor service and delays on a regular basis, as resulting from overcrowding and the inability to close doors expeditiously. Approximately 33,000 passengers per peak hour at peak point is an optimum patronage level.

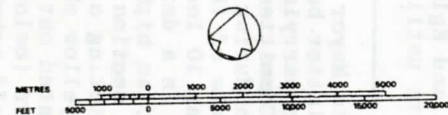
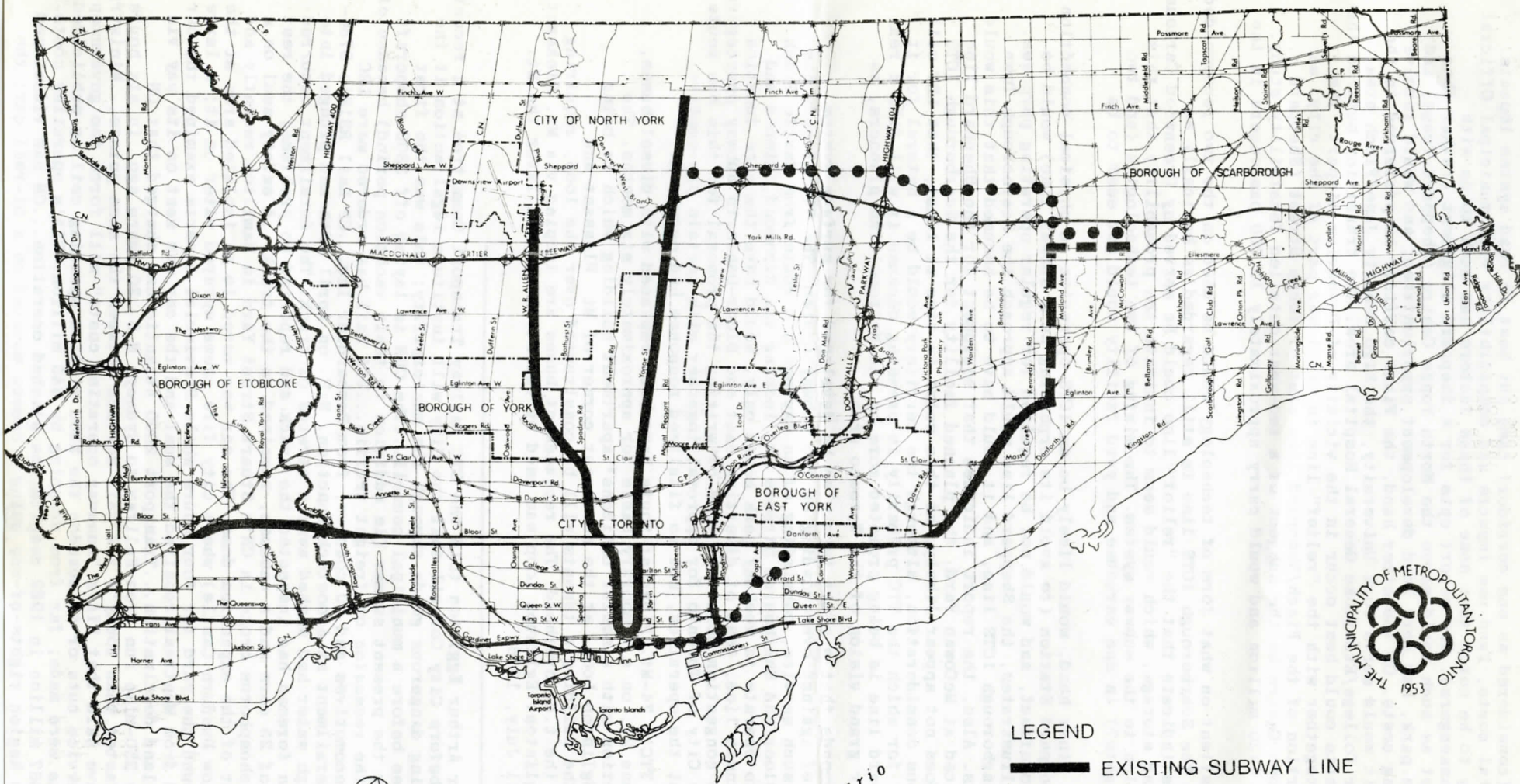
The TTC's solution to the above dilemma, as recommended by the study, is what is called a "relief" line from what is presumed to be Donlands Station on the Bloor-Danforth line to downtown. The new line would be expected to siphon off about 10,000 passengers from the east end during the peak hour, affording relief to both the Yonge Subway and the Bloor/Yonge Station. The "relief" line, which would probably not have intermediate stations in order to attract transfer passengers by virtue of express operation, is estimated to cost \$380 million. While this line could enter downtown via Queen or King Streets, the study report recommends that it be directed to Union Station, in order that it could be through routed with a waterfront line to the Canadian National Exhibition grounds and Ontario Place. The feasibility study for the "relief" line is intended to examine also not only the waterfront line but, in addition, the alignment possibilities for its north-westerly extension to Dundas West Station. The report recognizes that the waterfront line is not justified on transit grounds, but that its construction may occur because of its promotional value for the various tourist attractions in the area. However, it is only the portion of the "relief" line east of Union Station that really interests the TTC and it is only this portion that the report actually recommends.

While the "relief" line is regarded as important, particularly by the TTC, the remainder of the "radial" line, of which the "relief" line forms a part, is not given a high priority by the study. This is notwithstanding that the U-shaped route scored best (in the evaluation of the four finalist alternatives) on passenger demand, existing system relief, aiding land development and providing service to existing traffic generators, which would seem to constitute a powerful set of advantages. The Eglinton corridor line came in best in the matter of operating costs only, and is dismissed by the study as possibly ultimately justified only in the section to the west of the Spadina line, with the remainder of the corridor able to be served indefinitely by "improved bus service". This is a conclusion that is very difficult to accept.





Metro/T.T.C. Rapid Transit Study



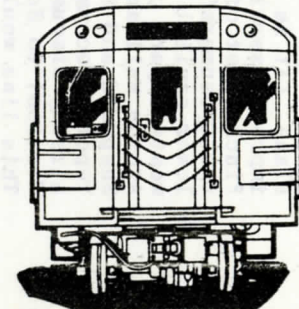
RAPID TRANSIT OPTIONS



LEGEND

-  EXISTING SUBWAY LINE
-  SCARBOROUGH I.C.T.S.
-  RECOMMENDED RAPID TRANSIT LINES
-  OPTIONAL WATERFRONT LINE

RECOMMENDED RAPID TRANSIT LINES



The Finch-Sheppard lines (considered as one corridor) came out best in road system impacts, staging convenience, capital costs, land use impacts and compatibility with municipal Official Plans. (It is particularly to be noted that none of these factors has much to do with improved service to the passengers). The report opts for a Sheppard alignment (rather than Finch) east of Yonge Street as such would serve the North Yonge Centre (Sheppard-Yonge) and the Consumers' Road office park, has more land development opportunities, and would involve lower capital and operating costs. On the other hand, the Finch corridor is preferred in the western part of Metro as it would serve York University, the high density Jane/Finch area, Albion Mall and the Humber College/Etobicoke General Hospital area. The transition between the Sheppard and Finch alignments could best occur in the vicinity of Downsview Airport. The report recommends that, together with the "relief" line in the lower part of the city, as already discussed, the portion of the Finch/Sheppard line east of Yonge Street (Sheppard Station) to Scarborough Town Centre be the subject of a two-year detailed feasibility study. This line would cost some \$420 million and would carry approximately 10,300 passengers in the peak hour at peak point.

The report is completely silent on what form of technology would be used on the two recommended lines. This may mean that the Scarborough ICTS line is still regarded as basically an experiment. The study does indicate that the "relief" line could be served by Greenwood Carhouse for equipment servicing and storage, which would seem to indicate the probability that this line would form an extension to the subway system. The mixing of two technologies (and two different anticlimber heights?) in one carhouse and yard facility would not seem to be desirable.

The Sheppard line, on the other hand, would likely be an ICTS operation. A physical connection to the Yonge Subway at Sheppard Station (to avoid its orphaning as a subway line) would be difficult and expensive to effect, and would not be required for regular operating purposes. As the accompanying map illustrates, the Sheppard line would approach the Scarborough Town Centre paralleling the Scarborough ICTS line, and it would have to be assumed that this would mean using the same tracks. Also, the report indicates that equipment for the Sheppard line could be stored and serviced at McCowan Yard, the planned facility for the Scarborough ICTS line. Unfortunately, it does not appear likely, at this point in time at least, that LRT will get a great deal of serious consideration, although the territory would be a natural for it. Unlike the "relief" line, for which the TTC primarily is pressing because it will fill a real operating need, the Sheppard line is being promoted more by the Metropolitan planners, as something which fits their grand vision of the Toronto area.

The study, finally, recommends that a short term plan be developed for surface system additions to provide relief against overcrowding on the subway system. The TTC already has decided to implement one such service, consisting of an express bus route from Castle Frank Station to downtown via Bloor and Sherbourne Streets and looping via Richmond, Simcoe and Adelaide. This service, to operate in weekday peak hours only, would have the same function as the "relief" rapid transit line, that of diverting east end Bloor-Danforth Subway passengers away from the Bloor-Yonge congestion point. At time of writing the proposal for this bus route had been submitted to the City of Toronto for approval together with certain pre-emptive traffic measures to assist the operation, but no finalized response had occurred.

--Trolley coaches on the TTC's 74-Mt. Pleasant route have been replaced with diesel buses, commencing the week of June 21, on a temporary basis for approximately six months. The change was made in connection with a senior citizens' apartment building which is being constructed adjacent to Eglinton Loop, at the northeast corner of Mt. Pleasant and Eglinton. A sundeck for the building's tenants will be constructed over the loop, requiring the temporary removal of the t.c. overhead. The replacement buses are looping via Mt. Pleasant, Broadway, Redpath, and Eglinton. Eglinton Loop was used by the St. Clair and later the Mt. Pleasant street cars until July, 1976.

Short Items: Toronto Mayor Arthur Eggleton told the CTC Railway Transport Committee at a recent appearance of the latter before City Council that the City will institute legal action if the railways persist in carrying dangerous goods through the municipality; this was the first attendance of the Committee before a municipal council...The CPR is laying off 3800 shopcraft workers for a month during the present summer (in addition to their vacation period) because of the worsening effects of the recession on freight traffic...VIA Rail has ordered more LRC equipment, including 10 locomotives and 50 coaches, from Bombardier Inc...CP Rail RS18's 8786-8756 were involved in a derailment at Aroostock Junction, N.B. on April 29th and plunged into the St. John River, as high water had washed away a stretch of track. The derailment occurred four hours after a section foreman had inspected the track and reported no problems; the rest of the train, consisting of 25 cars and a caboose, remained on the track...A safety seal on a tank car carrying yellow phosphorus broke in CN's Stuart Street Yard in Hamilton recently and glowing vapours vented out of the expansion dome. The car was moved to an isolated area at the west end of the yard (below Dundurn Castle) where city fire crews sprayed water on it; a large area was cordoned off around the yard for four hours while Provincial experts examined the car. Later, specialists called from Montreal repaired the seal and the car was sent on its way via the TH&B to its Port Maitland destination...Transport 2000 Atlantic has charged that CN passenger trains made the 250-mile run from Halifax to Sydney, N.S. 20 years ago in six hours and 50 minutes, an hour faster than today's VIA Rail service between the same points...Ministry of Transport officials have said that VIA's "runaway operating costs" will force the government either to make further service cuts or to abandon the \$500 million spending ceiling publicized when the 1981 service cuts were made; far from dropping by \$45 million, VIA's operating costs are expected to rise by \$67 million in 1982 despite the slashed operation...CN has videotaped 2500 miles of Great Lakes Region rights-of-way using a camera mounted on a hi-rail car; the

visual record will be used in connection with derailments and other emergency situations...The Urban Transit Authority of B.C. is studying the feasibility of widening the Vancouver ICTS guideway to permit future operation of a "wider car" as a "possible solution to an increased capacity demand", while denying at the same time that this would involve the possibility of a switch to conventional LRT; nevertheless, observers elsewhere in the transit industry take the latter disclaimer with a grain of salt, believing that the UTA is privately worried that ICTS might not "make it" in the crunch and wants to ensure that a switch to LRT is physically possible. It is significant that a UTDC spokesman recently told the press that he knows of no specific plans on the part of the Corporation to develop a wider ICTS car...CP has indicated that growing potash and grain traffic originating in Saskatchewan will promote the need for a car repair and cleaning facility for covered hoppers somewhere in the Prairie Provinces. A specialized facility for cleaning bathtub cars used in westbound coal traffic will also be required, as well as yard expansion at Winnipeg, Calgary and Vancouver, with additional servicing capacity at Calgary...The British Columbia Railway RDC fleet (six cars) may be refurbished, with new engines installed; car BC-33 has been sent to Montreal (Vickers Inc.) to undergo such work, as a pilot project...CP's North Revelstoke, B.C. erecting shop was demolished in the summer of 1981...The Quebec, North Shore and Labrador Ry. has applied to the CTC for permission to discontinue its tri-weekly passenger train service between Sept Iles and Labrador City. A mixture of ex-CPR and ex-Southern Ry. passenger equipment is used; this is one of the more unusual passenger trains in Canada, so ride it while you can...CN plans to place an order or orders for 970 91-ton capacity hopper cars with steerable trucks for Western coal traffic...CN car 15095, which had been in use as a library at Gogama, Ontario (86 miles west of Capreol) has been removed from that location to Capreol for display in a park. The car had been situated on an isolated section of track near the Gogama station, probably since some time in the 1960's, as the car was still painted in the CNR's pre-1961 green and gold passenger livery.

--Doug Page and other sources



Canadian National reportedly wishes to abandon the Pagwa Subdivision, 144.1 miles, between Hearst and Nakina, Ontario. Some 23 miles of track would be retained from Hearst west to Calstock to serve a lumber mill at the latter point. The Pagwa Sub. is part of the former National Transcontinental Railway line. To strengthen its case for abandonment, CN has ceased operating freight traffic over the Pagwa and is instead routing traffic by way of the Algoma Central between Hearst and Oba. The CN yard at Oba has been enlarged to handle the increased traffic here. Consists are turned over to the ACR at Hearst, with that railway in turn passing them back to CN at Oba (CN trains are not operating over the ACR). The only trains still operating regularly on the Pagwa Sub. are VIA Rail trains 272 and 273, which until recently were mixed trains. This raises the speculation as to whether, although unlikely, VIA might acquire its first wholly-owned section of line.



FARE INCREASE--GO Transit raised fares by an average of 16% on July 1st. The press release announcing the increase indicated that same was necessary in order to offset higher fuel and labour costs as well as the higher rental charges imposed by CN for GO stations and parking lots located on railway property. GO Transit continues to seek additional revenues by leasing rail and bus equipment on weekends and by selling prime advertising space in trains and stations, but a Provincial directive requires the carrier to recover 65% of operating costs through the farebox. The new fare schedule results in passengers paying five cents more plus seven-tenths of one cent per kilometre per trip. The Downtown Bus Surcharge is increased from 45¢ to 50¢. Sample fares from Toronto are as follows:

TO	OLD FARE	NEW FARE	TO	OLD FARE	NEW FARE
Oakville	\$2.15	\$2.50	Bramalea	\$2.10	\$2.45
Clarkson	\$1.80	\$2.10	Richmond Hill	\$1.60	\$1.85
Milton	\$3.00	\$3.50	Oshawa	\$2.90	\$3.35
Brampton	\$2.35	\$2.75			

The rate of discount which normally applies to 10-ride books of tickets and to monthly passes will remain the same.

• **STATION SHIFT AND EXTENSION URGED AT HAMILTON**--Hamilton-Wentworth Regional Chairman Anne Jones, Hamilton Alderman William McCulloch, Stoney Creek Mayor William Sears and certain Chamber of Commerce representatives constituted a recent delegation before the TATO board seeking changes to the present GO train service to Hamilton. What is desired is a switch from using the CN James Street Station to TH&B's Hunter Street Station and an easterly extension of service along the now freight-only TH&B main line to Highway 20 in Hamilton's east end suburb of Stoney Creek. The delegation was armed with a report prepared by the Region's Economic Development Committee which points out the need for, and advantages of, the changes sought. The Hamilton Spectator was told of "a good response" from the TATO board, no actual commitment, but the promise of a future response to the study. Mayor Sears said that he was optimistic that the report will prove a need to TATO and that the extension of service will result. Whether the study took into account the negative reception which CP Rail has in the past afforded the suggestion of using the TH&B line at Hamilton for GO trains is not known at this writing.

--Doug Page

Good Track=Savings--CN subsidiary Grand Trunk Western doesn't call itself the "Good Track Road" for nothing--it actually saves in operations. The GTW's major effort in track maintenance is designed to avoid slow orders, delays, etc., thus maximizing fuel efficiency and on-time performance. Results are impressive:

--fuel efficiency: in 1973 GTW attained 361 ton miles per gallon of diesel fuel, in 1981 this

had climbed to 547 ton miles per gallon.

--on time performance: in 1973, 69% of GTW trains were considered on time, in 1981 this had climbed to 92%.

Obviously good track pays off in many ways.

Amtrak replies to Bruce Cole

Dear Mr. Cole:

We have received your correspondence concerning your travel aboard Amtrak.

We would first like to apologize for the service deficiencies which you reported and for any discomfort or inconvenience that may have resulted from these problems. The calibre of service you have described is not representative of Amtrak's normal level of service, and we regret your trip was marred by these unpleasant factors.

We have noted your comments regarding the unsatisfactory performance of the on-board service crew of the SILVER STAR and the On-Board Service Director. We assure you that we share your concern regarding this incident; therefore, we are advising the appropriate management of your comments.

We are forced to take drastic measures to reduce our operating costs, and we have been directed specifically by Congress to reduce the cost of providing food and beverage services. The choice is between changing the dining car service or cutting some train service completely. At the same time, we understand the importance of the dining experience to customer satisfaction, and we are using customers' comments and suggestions to improve our service as best we can. We have resumed using tablecloths, flowers, and a pitcher of water on each table. We are now offering freshly prepared breakfasts of scrambled eggs or pancakes in our full service diners. We are retraining all of our food service employees, and we are improving the supervision on our long distance trains. We will continue listening to our customers and whenever possible we will use their suggestions. Our biggest constraint is that we cannot make changes that would require additional staffing or funding.

For your future reference, you may want to note that the SILVER STAR, as well as all of our long-distance trains, has set meal periods. On the STAR, breakfast is served from 6:30 a.m. till 10:30 a.m., lunch is served from 11:30 a.m. till 2:30 p.m., and dinner is served from 4:30 p.m. till 9:30 p.m. We have forwarded your suggestion concerning preferential seating in the diner for sleeping car passengers to our Marketing Department for their review.

On the MONTREALER, both northbound and southbound, coaches are added and subtracted depending on passenger demand between Washington, D.C./New York City and New York City/Washington, D.C. Consequently, to minimize and simplify this process, the coaches must be at the rear of the train.

The consist of the southbound SILVER STAR is as follows: engines, baggage car, Miami sleepers, Miami coaches, diner, lounge, St. Petersburg coaches, St. Petersburg sleepers. When the consist of this train is put together, several factors are taken into consideration. We only have one lounge and one diner per Florida train; when the train splits at Jacksonville, the lounge goes to St. Petersburg and the diner goes to Miami. We also take into consideration the privacy of our sleeping car passengers; the train is set up in such a way that coach passengers do not have to pass through a sleeper to get to a food service car.

Thank you for taking the time to write. We appreciate your comments, and we look forward to your continued patronage.

Very truly yours,

Jacqueline W. Byrne,
Specialist, Customer Relations

--The Hamilton Spectator recently ran an illustrated article on the deteriorated condition of the CNR stations at Hamilton and Dundas. It referred to "peeling paint from walls and ceilings" and "chipped plaster" in the "cavernous James Street North station" in Hamilton, pointing out that the now unused (by passengers) TH&B station on Hunter St. is in "much superior condition". One CN spokesman told the newspaper that there were plans to make repairs to the station (the UCRS Hamilton Chapter's meeting place), but such work was presently unscheduled. He added that the station is not aesthetically pleasing at this time, but it is a matter of priorities--"we have so many stations to maintain". Meanwhile, one traveller from New Brunswick told the Spectator, in reference to the station, that "it doesn't feel clean; when I arrived I thought it was filthy".

Conditions at the Dundas station are unchanged despite the previous negative report in the Spectator (see Newsletter 373, Page 8). The structure is still open, basically as a waiting shelter (to which status the CTC permitted it to be downgraded several years ago), from early morning to shortly after 8 p.m., when the last of three trains stops there. However, the washrooms are virtually unusable with no sewage hookup, and with signs warning that water in the wash basins is unfit for drinking. The windows are boarded up or broken. Paul Raynor, VIA Rail's Public Relations Manager for Ontario, said that the station does not project the image that VIA wants the public to see, and that "the Hamilton area situation is a priority and is being actively looked at".

--Doug Page



UCRS and other events and activities

by Ed Campbell

--It was announced in the June issue that the Hamilton Chapter would not be holding meetings during July and August. However, at the June 25 Hamilton meeting this decision was reversed and there will now be meetings in Hamilton during this summer on a trial basis.

--The West Toronto Junction Historical Society is interested in obtaining photographs of Canadian Pacific or other railway station ticket office interiors. These pictures would be used to assist in the reconstruction of a ticket office of the steam era, exactly as one would have been appointed. Please get in touch with George Meek at (416) 532-5617 if you are able to help.

--The UCRS is interested in obtaining information about Baker valve gear as used on steam locomotives. If you have any information about dimensions, method for setting up, etc., George Meek would very much appreciate having it.

Friday, July 16--Regular Toronto UCRS meeting, to be held in the auditorium of the Education Centre building at the south-east corner of College and McCaul Streets; doors open at 7 p.m. for informal get-together, so that meeting may start at 8 p.m. sharp. For the evening's entertainment members are urged to bring between ten and twenty 35 mm slides, preferably on one subject, or edited 8 mm movie film. This is your night to entertain the members. Please call George Meek at 532-5617 if you are going to show slides or film so that he can organize the evening.

Friday, July 23--Regular Hamilton Chapter meetings are being held during the summer. The entertainment will consist of members' 35 mm slides. Enjoy a GO train ride directly to the CN Hamilton station, location of the meeting, on either of the two direct runs from Toronto Union, leaving at 5:19 p.m. or 6:03 p.m.

Saturday, July 24--Don't forget to visit "Just a Country Fair", to be held at the Georgina Pioneer Village and Museum, just west of Sutton. The fair opens at 10 a.m. and runs to 4 p.m. The UCRS will have a small display and sales booth there, probably in front of the old Sutton West station, now located on the Village property.

100 YEARS OF RAIL--NORTH BAY 1882-1982, FEATURING CPR G5A PACIFIC 1201

The Centennial festivities will cover a 10-day period, from Friday, August 6 to Sunday, August 15 inclusive. The feature attraction will be steam power (1201) round trip excursions to South River on CN trackage, leaving North Bay at 1:30 p.m. and returning at 6:30 p.m. each day from Sunday, August 8 to Saturday, August 14 inclusive. Adult fares will be \$14, Senior Citizens \$12 and children (12 and under) \$10. Also, over the same span of days, there will be shorter on the ONR Northlander to Feronia, Ont. These trips will leave North Bay at 1:40 p.m. and 2:55 p.m. each day, with fares \$2 for adults and \$1 for children. If enough interest is shown in these trips, a third will be added, leaving North Bay at 4:10 p.m. Please note that both the 1201 trips and the Northlander runs will leave from the CN station.

There will be many other local events of interest throughout the duration of the Centennial festivities, including a railway exhibit at the North Bay Area Museum, model railway exhibits throughout the city (sites to be announced), displays of railway equipment at the local stations, and a children's "hands on" railway museum; there will be a variety of other

events. 1201 will arrive in North Bay from Ottawa on Saturday, August 7 and will return on Sunday, August 15, pulling its five-car train both ways, upon which the public may ride at an adult fare of \$25 each way. The "100 Years of Rail" headquarters will be the lobby of North Bay's Empire Hotel. It is to be hoped that many UCRS members will attend the Centennial to assist in making it a success.

Here is a schedule of passenger train service between Toronto and North Bay. Members intending to make the journey should consider grouping together to take advantage of VIA's group rates. Call VIA for further information.

<u>Train No.</u>	<u>Lv. Toronto</u>	<u>Arr. N.B.</u>	<u>Train No.</u>	<u>Lv. N.B.</u>	<u>Arr. Tor.</u>
121 (Ex. Sat.)	1230	1755	120 (Sat. only)	0800	1310
123 (Fri., Sun.)	1900	0025	122 (ex. Sat.)	1255	1820
129 (Daily)	2125	0230	124 (Sun. only)	1715	2230
			128 (Daily)	0310	0810

Saturday, October 2--Mark this date on your calendar for the Society's Annual Banquet. The speaker will Dave McKay of Cleveland, Ohio, who will present a top-notch program of pre-Amtrak U.S. passenger trains, and Western Canadian railroading. Complete details in the August Newsletter.

• When TTC CLRV 4130 became disabled on Route 511 (Bathurst) at King Street on June 8th, the following Large Witt 2424 (operating on the "Toronto by Trolley" charter) was used to push 4130 to Roncesvalles Carhouse. (The only other recorded unusual event of this type occurred in the big snow storm of December 19, 1979, on Route 507 (Long Branch) when PCC 4379 was used to tow in CLRV 4015, disabled by moisture grounds, from Long Branch loop spare track, and en route came upon CLRV 4019 at 27th Avenue, similarly disabled. The PCC then propelled 4019 and towed 4015 to Humber Loop, where the latter car was left, and 4379 with 4019 proceeded to Roncesvalles Carhouse).

UPPER CANADA RAILWAY SOCIETY

Box 122, Terminal "A"
Toronto, Ontario M5W 1A2

ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED

PRINTED MATTER



**NEWS MAGAZINE
PLEASE
DELIVER PROMPTLY**

