



FAREWELL WEST TORONTO  
C STN

# Newsletter

INCORPORATED 1952

APPLICATIONS  
ON ABANDONMENTS  
CP LITRE CURRENT

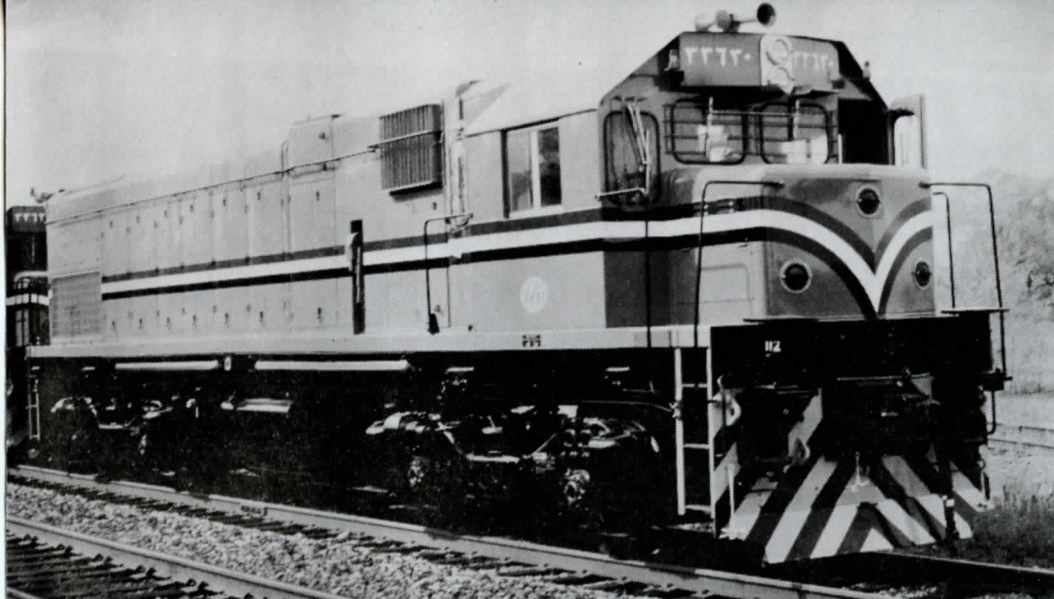
NUMBER 399

JANUARY 1983



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





One of the last in the batch of diesel locomotives, Class G22W (AC), built by GMD for Egypt, is pictured at London, Oct. 13, 1982, awaiting shipment.

--Ian Platt photo



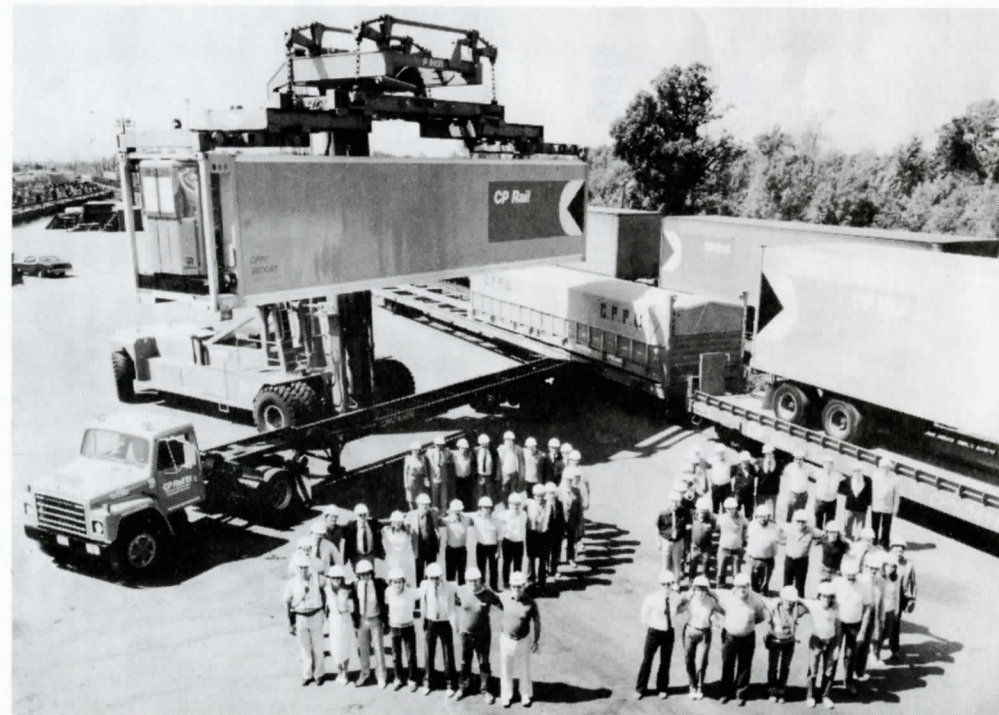
The CPR Streetsville, Ont. station, which fell victim to the railway's demolition mania last fall shortly before West Toronto. This view was recorded in 1981, 10 years after the passing of the last CPR passenger train. The building was constructed in 1914.

--John D. Thompson photo



TTC PCC 4566 is shown at Hillcrest Shops on Sept. 11, 1982, about to be loaded on a flatbed truck for shipment to the Indiana Museum of Transport and Communications, Noblesville, Ind., with the crew from the museum. The ramp was originally built for the unloading of CLRV's.

--TTC photo



Happy Birthday! Employees of CP Rail's Intermodal Services celebrate their agency's 25th anniversary at the railway's Lachine Terminal near Montreal by forming the number "25" alongside 44-foot, 3-inch domestic containers and piggyback equipment.

--CP Rail photo





# Farewell West Toronto

In the early dawn of November 25, 1982 a five-man CP Rail demolition squad moved in on the railway's West Toronto passenger station and in a few short hours reduced it to rubble and kindling wood. The station had been the subject of a three-year preservation effort by the West Toronto Junction Historical Society as well as by certain other private individuals, including a few UCRS members. Built in 1911, the building had been extolled by the Toronto Historical Board as "an excellent example of railway architecture and site planning for the period at the beginning of the century, featuring pressed brick walls, a high gable in the central passenger structure, and openings with segmentally arched brick lintels." The WTJHS had engaged the City of Toronto in a proposed co-operative venture to acquire, and find a new use or uses for, the station. The use most prominently discussed was a farmers' market, but among other uses mentioned from time to time had been that of quarters for a railway historical organization (one wonders what group that might have been).

Toronto Mayor Arthur Eggleton rushed to the demolition scene as work was in progress and ordered city officials to issue a stop-work order because no demolition permit had been issued as required by the Ontario Building Code. The demolition gang blithely ignored the order and continued its work, undeterred even by the issuance of individual personal summonses. The Mayor also sent a telegram to CP Rail President W.W. Stinson in Montreal, citing the demolition as an "illegal act, which amounts to vandalism and corporate irresponsibility". He further threatened to stop all negotiations on the part of the City of Toronto with CP (Marathon Realty) on the planned redevelopment of the railway's downtown yard properties. He revealed that CP, through its Marathon subsidiary, had called him during the previous week, apparently to warn him, or to discuss with him on a "last ditch" basis, the imminent demolition. The caller, who could not contact the Mayor, was accused of leaving no indication of the purpose of his call, and no one at City Hall had any prior inkling that November 25 was D-Day. It was not explained why City Hall had not called back in an effort to discover the purpose of the call.

The station was removed in order to permit the laying of a third main track through the area in order to provide greater flexibility for GO Transit operations, and the track was laid very quickly following removal of the rubble. In accordance with CP's usual practice, the station had been offered to any prospective purchaser for \$1 provided that purchaser would remove it from railway property. It cannot be said that ample notice of intention to demolish had not been given, and the station's fate was ultimately the result of too much talk and too little action. While CP has been almost universally condemned in the press and by local preservation groups for its apparent "end run" on November 25, with liberal references to the other Ontario stations (Streetsville, Pembroke et al) which have disappeared in recent months, nobody locally has mentioned the successful preservation and reuse of Park Avenue Station in Montreal.

A factor complicating the situation was the withdrawal, about a week prior to the demolition, of CP Rail's application to the Canadian Transport Commission for permission to remove the station, an application originally made in October, 1981. The railway defended this action by stating that its legal advisors had determined that, having been closed to passengers since 1979, West Toronto Station was no longer subject to CTC jurisdiction. The Commission, however, acted swiftly, giving CP until 10 A.M. on November 26 to answer charges that the Railway Act had been violated by the unauthorized wrecking of the station. (The Act makes it illegal for a railway "to remove, close or abandon any station or divisional point...without leave of the Commission"). The CTC determined that there should be a hearing in the matter, and same was held at Toronto's Westbury Hotel on December 13 and 14. The City of Toronto also took part in the hearing, the results of which had not been revealed to the time of writing.

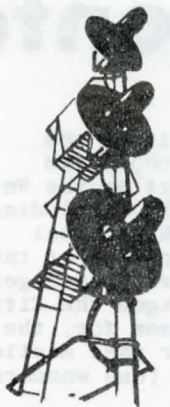
In the meantime it came out that D'Alton Coleman, CP Rail's Vice-President of Eastern Operations, had issued the order to demolish. Upon hearing of this, certain members of the West Toronto Junction Historical Society and other aggrieved parties picketed the official's midtown Toronto residence, after having earlier picketed in front of Union Station over the weekend of November 27-28.

Who was the "good guy" and who was the "bad guy" in this sorry chain of events? The CTC decision may purport to tell us, but probably only the long light of history will put it all into perspective. As a 1911-built station, it was not really very historic, but it was certainly of architectural interest. As Patrick Conlon, writing in the Toronto Sun, opined: "CP's image has been dry-docked for serious repairs". However, as CP stated in a telex to the CTC: "The site is required for railway purposes. (The station) is not suitable for a farmers' market or any part of a pedestrian or bicycle path" (in reference to other City of Toronto plans). In any event, would-be station preservationists elsewhere can learn from what happened at West Toronto, and it is to be hoped that discouragement is not to be the primary reaction.

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--Yet another Ontario CPR station is the subject of a current preservation effort, i.e., that at Guelph, although in this case the railway is out of the picture. Of similar age and architecture to West Toronto, the Guelph station is under the threat of demolition by the end of January if the Grand River Division of CRHA cannot raise \$100,000 to remove the structure to a safe haven at Cambridge. The building is owned by Key Properties Ltd. of London, Ont., which intends to build a shopping centre and apartments on the site, and which has donated the station to the Division.





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the Newsletter to the Editor at the  
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## Correspondence

Dear Editors:

Re THE CANADIAN: As you are aware, I'm not necessarily in favour of a transcon for its own sake since I see it being a very expensive way to provide marvellous holidays for people like myself (probably with more money than brains). I've said in the past that a Cruise Train with higher fares would be a good idea, and perhaps the idea of double deck cars will lead to something like that. Certainly the double deck idea is required--this past summer THE CANADIAN proved to be far too long for most platforms, particularly Sudbury's. The watering of cars scheduled for here had to be changed to Cartier! The alternative would have been to do THE CANADIAN in two sections.

Meanwhile, I require a good intercity service between here and Toronto, and to Ottawa/Montreal--SEVERAL TIMES A DAY! Anything less than that can't really be said to compete with anything. It's no accident that, even in poor times, while VIA ridership is down overall, that the corridor numbers are apparently up...there are enough trains to make it convenient and attractive as an alternative to almost anything.

Had a fair bit of rail travel last summer--an interesting experience. Dining cars in the east now have you place an "X" on the choice of one of two offerings! Apparently VIA waiters cannot write "X". Apparently, also, no more "a la carte" orderings, say for breakfast. The on-board VIA employees ranged from those interested in giving absolutely super service (and making you feel you would like to ride again) through to indifference as to what took place or what a passenger wanted/had to carry, etc. Railway employees in the coaches -- i.e., brakemen and conductors--showed a similar range of "caring" about doing a job for passengers. I don't honestly know what VIA could do about CN or CP people who have certain functions but carry them out poorly (or not at all) on VIA's trains, but almost certainly the uneven quality of service from VIA's own employees says VERY LOUDLY that mid-level management in VIA is not managing. I should stress that I don't blame an employee (for example, a porter) for goofing off if he knows he can get away with it. What else is new in this world? Proper supervision is the solution to that problem, and certainly both railways had that when they really ran passenger trains--1950's and earlier.

--Dale Wilson,  
Sudbury, Ont.

Gentlemen:

The back issues you sent have had some especially interesting material. I like the article on the Great Buffalo Sleeping Car Shuffle, and I enjoyed comparing European notes with Harry Dodsworth and seeing my name pop out of Page 11 of the May issue. I've ridden much of the route that John Moseley described in the June issue. Some of it was documented in the December 1979 TRAINS and some found its way into the May 1982 MODEL RAILROADER. The most recent bit is still on editor Morgan's desk, but he has accepted it--no publication date set yet. That was a Labour Day weekend trip from Winnipeg to Sault Ste. Marie via Nakina and Hearst. I must say that the crew of the Pagwa Express eats well, if the aromas from the baggage end of the car are any guide. They do better than the kitchen of the Holiday Inn at the Soo. I enjoy seeing the UCRS Newsletter--perhaps it's the reminder of my Canadian blood: my father was born in Toronto, and my grandfather was a travelling auditor of the Bay of Quinte Railway.

--George Drury, Librarian, Kalmbach Publishing  
Co., Milwaukee, Wisconsin

COVER: CPR West Toronto Station as photographed on April 10, 1923, back in the glory days of steam, steel and the abundant usage of suburban railway stations. The southerly platform canopy extension, from which the "West Toronto" nameboard is suspended, was noteworthy for the unique seating integral to the support columns. "CPR West Toronto" is painted on the westerly gable roof. The adjacent street is Old Weston Road.

--Photo from the City of Toronto Archives, formerly in the James V. Salmon collection



## Notes



BY BRIAN C. NICKLE VIA Rail

--Canadian National and VIA Rail operations between London and Sarnia over the Strathroy Subdivision were disrupted on November 12, 1982 when 21 cars of a Fort Erie-Sarnia freight derailed near Petrolia Junction, which is located one mile west of Wyoming, Ontario. The derailment was blamed on an overheated journal in a tank car containing sulphuric acid, and besides the acid tanker, other equipment involved consisted of 10 empties, eight loaded cars of auto parts, a tank car of fuel oil, and a tank car of potentially dangerous parachlorobenzotri-flouride. Since no alternate route now exists into Sarnia on CN, with the abandonment of a portion of the Forest Subdivision having occurred during the summer, VIA Rail passengers were bussed between London and Sarnia and CN freight traffic was held back until the eastbound main was opened late on Saturday afternoon. One of the few trains put through the wreck site on Saturday was the Toronto-Chicago INTERNATIONAL. The westbound main was opened on November 15, and the rest of the clean-up continued throughout the week.

--As a result of the Strathroy Sub. derailment, an unusual consist appeared on VIA London-Toronto Train 666 on November 13, 1982. No. 666 operated that afternoon with LRC locomotive 6900 handling a string of Tempo coaches, with a pair of RDC's bringing up the rear, as equipment was being returned to Toronto after being stranded at London.

--Applications are currently before the Canadian Transport Commission for the abandonment of the following rail lines in Ontario: CNR: Beeton Sub. between Cheltenham and Beeton; Fergus Sub. between Fergus and Palmerston; Fergus Town Spur; Kincardine Sub. between Listowel and Kincardine; Durham Spur between White's Jct. and Durham; Southampton Spur between Port Elgin South and Southampton. CP Rail: Carleton Place Sub. between Nepean and Carleton Place; Walkerton Sub. between Saugeen and Walkerton.

--On October 27, 1982 the Railway Transport Committee issued order No. R-34542 which gave permission for the abandonment of a portion of CP Rail's Little Current Subdivision between Turner and Little Current, Ontario, which is the section across the bridge between Goat Island and Manitoulin Island. This section of line was constructed between 1911 and 1913 by the Algoma Eastern Railway, and has not been used since 1980. According to the RTC decision report, none of the former rail users in Little Current, namely Imperial Oil, Gulf Canada, Shell Canada, Texaco Canada, Manitoulin Revelstock Co-op, Cochrane Dunlop, or the Brewers Retail, had any objections to the abandonment of the line.

--Another RTC order of interest was No. R-34646, dated November 17, 1982, in which application to abandon passenger service on what amounted to the entire Quebec City-Windsor corridor was denied. The application included all of the former CN-operated routes between Quebec City and Windsor-Sarnia, between Ottawa and Toronto, between Toronto and Niagara Falls, between Montreal and Ottawa, and between Toronto and London via Stratford. Also included was the former CP route between Montreal and Ste. Foy via Trois Rivières. Although the original applications to discontinue these services date back to 1971 for the ex-CN routes and 1969 for the ex-CP routes, this particular order was a reconsideration of a 1977 order on the subject and refers clearly to the services to be abandoned as being joint responsibility between VIA Rail and CN and CP. One wonders just what VIA's position is on the subject. A recent report by Canada's Auditor-General declared that VIA "is in such serious financial trouble that further massive cutbacks may be necessary to contain costs". Another report currently in government hands--written by Doctor Lukasciewicz of Carleton University--calls for the short term substitution of buses for VIA trains until a new high speed rail system can be constructed.

--According to the Brockville "Recorder & Times", an eastern Ontario politician is promoting the idea of a steam tourist line for the Leeds-St. Lawrence part of the province. Leeds MPP Bob Runciman has publicly lamented that Leeds County has been overlooked by government tourist planners, despite the county's proximity to the Rideau-St. Lawrence River area. Runciman is looking at an operating train museum to put the area's tourist development back on track. Brockville and Leeds County grew on the back of the railway and a museum to commemorate those roots would be appropriate, he said. Runciman has met with the government funding committee of the Eastern Ontario Subsidiary Agreement (ESOA), but there has been no commitment of funds. EOSA wants to see local and private enterprise involvement. One group that has offered its assistance is the Tunnel Bay Railroaders Club of Brockville, a small group of rail enthusiasts, whose name has been derived from the famous CPR Brockville tunnel. Along with Runciman, they are proposing a steam train ride over an abandoned section of CN line from Smiths Falls to Chaffey's Locks, which has reportedly been abandoned for five years, but is still intact. Runciman is hopeful that the experiences of the Ontario Rail Association, which is attempting to set up a tourist railroad at Collingwood, will entice the government planners to look at a Leeds County site. Ontario Government BILD (Board of Industrial Leadership and Development) money is available for the Collingwood development and EOSA funds could be made available for an eastern Ontario project. Runciman added that a local group "may want to approach Ontario Rail to move its operation to Brockville if the Collingwood deal falls through". There is some local government opposition to the Association's plans at Collingwood and it may not go ahead, he added. However, Steve Hunter of the Tunnel Bay Railroaders said that it was unlikely that Ontario Rail would want to start a museum at Brockville due to its being essentially a Toronto-based organization. The Tunnel Bay group is in the process of acquiring a small rolling stock collection and is presently working on its first acquisition, a 55-year old, outside braced, wooden CN box car. The equipment will be kept at the Brockville Co-op siding on Georgina Street. Runciman's dream of a tourist line running out of Smiths Falls may be doomed from the start because of its extremely close proximity to Ottawa and the National Museum's 1201 excursions. It seems highly unlikely that two steam tourist operations could co-exist within a 50-mile radius in a relatively sparsely populated area.

--Mike Lindsay





## SYSTEM POWER ASSIGNMENTS

AS AT OCTOBER 31, 1982

Maintained	RDC	FRT.	YARD	TOTAL	U N I T S
<u>Atlantic Region</u>					
Kentville		5		5	8131-8133, 8136, 8139
Bayshore		11		11	8019, 8022-24, 8027, 8032-34, 8036-37, 8042
Brownville			1	1	7097
Newport		5		5	8400-04
St. Luc					1800-12, 4200-50, 4503-04, 4508-12, 4550-51, 4553-73, 4700-44, 5950-84, 6005-24, 8035, 8038, 8041, 8134, 8137-38, 8732-38, 8741-43, 8747, 8749-53, 8757-60, 8763, 8765-66, 8768-70, 8772-8793, 8795-8800
	265				8430, 8435, 8439-8441, 8443, 8445, 8449, 8452, 8456, 8470*, 6500, 6524, 6614-15, 7010, 7012, 7014, 7041, 7052, 7056-58, 7062, 7080, 7095
			15	280	
Atlantic Region Total		286	16	302	
<u>Eastern Region</u>					
Ottawa			2	2	6620, 7028
Smiths Falls			3		6538
				3	7016, 7027
Toronto	159				5500-13, 5515-64, 5718-57, 5790-99, 5900-14, 5935-5949, 8044, 8108, 8116, 8123-24, 8130, 8142-43, 8146, 8149, 8152, 8156, 8164, 8168, 8921
			19	178	1200, 1211, 1240-41, 1243, 1500-02, 1516-19, 1534, 1537, 6706, 6708, 7400, 7402, 7405
John Street			17		6509, 6523, 6529, 6537, 6545, 6552, 7011, 7020-21, 7026, 7029, 7032, 7043, 7047, 7060, 7063-64
				17	
Windsor	1				8150
			7		6593, 6700, 6703, 6705, 6707, 7023, 7061
				8	
Preston	3			3	8160-62

\* road unit equipped for exclusive yard service



Maintained	RDC	FRT.	YARD	TOTAL	U N I T S
North Bay			3	3	7024, 7077, 7089
Sudbury	2				90, 91
		7			8147, 8153, 8155, 8158-59, 8167, 8171
			5	14	6594, 7090, 7099, 7107-08
Schreiber		1	1	2	6549, 8107
Chapleau			2	2	6618, 7091
White River			1	1	6527
Eastern Region Total	2	171	60	233	
<u>Prairie Region</u>					
Thunder Bay		8			8110, 8114, 8120, 8122, 8128-29, 8165-66
			23	31	1212, 1242, 1529-30, 1532, 1540, 1542-43, 6563-64, 6567, 6573, 6580-81, 6598, 6604, 6606, 7034, 7038, 7048-49, 7083, B-103
Dryden			1	1	6562
Kenora			1	1	6501
Winnipeg					3006-20, 4431, 4439-41, 5000-17, 5019, 5021-25, 5779-5788, 5915-34, 5985-93, 5995-6004, 8200-01, 8483, 8487-88, 8491-93, 8496, 8530-31, 8533, 8535-37, 8540-43, 8616-18, 8621, 8623, 8625-26, 8628-31, 8647-50, 8652-54, 8656-57, 8692-8702, 8704-08, 8801-18
		165	28	193	6502, 6517, 6565, 6566, 6609, 7035, 7042, 7054-55, 7076, 7084, 7093, 7102, 7112, 7116-18, 1505, 1512-15, 1524, 1527-28, 1531, 1533, 1691
Portage			1	1	6569
Brandon			4	4	6521, 6547, 6556, 6583
Regina			5	5	7019, 7037, 7050, 7104-05
Moose Jaw			6	6	6561, 6605, 7039-40, 7106, 7109
Swift Current			1	1	7101
Sutherland		10	7	17	8013-18, 8020-21, 8025-26, 6503, 6568, 6571, 6577, 6596, 6607-08,



Maintained	RDC	FRT.	YARD	TOTAL	U N I T S
Prince Albert			1	1	6619
Prairie Region Total		183	78	261	
Pacific Region					
Medicine Hat			2	2	6719, 6720
Lethbridge			4	4	6715-18
South Edmonton			2	2	6710-11
Ogden			1	1	6592
Alyth		289			4460, 4462, 5565-5582, 5585, 5587, 5589-5597, 5599-5633, 5635-5686, 5688-92, 5694-5717, 5758-5778, 5789, 5800-61, 5863-64, 8100, 8102, 8105-06, 8111, 8113, 8115, 8119, 8169-70, 8410, 8497-8502, 8505-08, 8511, 8513-20, 8522-23, 8525-29, 8611, 8613, 8633-35, 8636, 8639, 8641, 8643-46, 8820-23, 8829-31
			22	311	1239, 1503-04, 1506-07, 1520-23, 1525-26, 1535-36, 1538-39, 1541, 1544-45, 1692, 6712-14
Cranbrook		1		1	8418
Nelson			1	1	7110
Coquitlam		47			3000-05, 8125-26, 8659-8666, 8668-84, 8686-88, 8690, 8825-8828, 8834-39
			7	54	1206-10, 1237-38
Victoria			2	2	6701-02
Pacific Region Total		337	41	378	

## SUMMARY

Atlantic		286	16	302
Eastern	2	171	60	233
Prairie	-	183	78	261
Pacific	0	337	41	378
	2	977	195	1174

## Units Removed From Service not included in Count

## Tied Up Serviceable

	6 Yard	8101, 7017, 7045-46, 7079, 7087, 4500-02, 4505, 4507, 8463, 8465, 8476, 8478, 8561, 8563, 8569-72, 8576, 8579, 8593, 8028-31, 8039-8040, 8043, 8045-46
St. Luc Maintained - At St. Luc	27 Frt	
Alyth	4 Yard 5 Frt	6518, 6535-36, 6621 4445, 4447, 4459, 4461, 4476



Winnipeg	14 Frt	4030-31, 4034-38, 4061, 4063, 4434, 4442, 4427, 4438, 4443,
Weston		
Moose Jaw	3 Yard	7085, 7100, 7111
Sutherland	2 Yard	7036, 7053
Windsor	1 Yard	7059
Glen	2 Rdc	9066, 9068
Sudbury	3 Yard	6588, 6612, 7092
Toronto	4 Yard	6539, 6540, 6603, 7022
Chapleau	1 Yard	7044
Newport	2 Yard	7096, 7098

Tied Up Not Serviceable  
Rebuild Program

At OGDEN -	3 Frt	8416, 8423, 8612
AT WESTON -	4 Frt	8104, 8109, 8151, 8163
AT ANGUS - GM	2 Yard	7401, 7403

Tied Up Not Serviceable

At Glen - Glen Maintained	2 Rdc	9054, 9060	Sold to MUCTC 4070-4075 Inc. 4040 <u>Retired</u> Yard 6599
At Ogden - Wpg Maintained	1 Frt	5994	
At Angus - St. Luc Maintained	2 Frt	8756, 8767	
At Angus - Alyth Maintained	1 Frt	5693	
At Ogden - Wpg Maintained	1 Frt	8490	
At Ogden - Alyth Maintained	1 Yard	6602	
	4 Frt	5583-84, 5687, 5862	
At Ogden - Coquitlam Maintained	1 Frt	8685	
At Sudbury	1 Yard	6576	
At Winnipeg	6 Yard	6584, 6595, 7051, 8102, 7086, 7088	
	5 Frt	4433, 4435, 8651, 8691, 8819	
At Alyth - Winnipeg Maintained	1 Frt	5020	

Units Removed From Service not included in Count

St. Luc	1 Yard	7013
	3 Frt	8433, 8438, 8460
Moose Jaw	5 Yard	6553, 6559, 7030, 7033, 7113

Smiths Falls	1 Yard	6591
North Bay	1 Yard	6542
Weston - Toronto Maintained	1 Frt	5514

Total out of Service - 73 Frt, 44 Yard, 4 RDC

Ex Rebuild Program

New No. 1243 Old No. 8157  
New No. 1545 Old No. 8638  
New No. 1200 Old No. 7404



Via Units Maintained by CP

<u>Maintained</u>	<u>PSGR UNIT</u>	<u>RDC</u>	<u>TOTAL</u>	<u>N U M B E R S</u>
Alyth	20		20	1402-03, 1405-07, 1413-14, 1416 1418, 1424, 1432, 1961, 1965, 6550, 6553, 6557, 6566, 6569, 6652-6653
Sudbury		2	2	6128, 9251
Glen		3	3	6113, 6209, 9305
Alyth		3	3	6125, 6127, 6131
Victoria		2	2	6133-34
TOTAL	20	10	30	
Tied up Alyth unserviceable:		5	5	1410, 1423, 1898, 1899, 1962

MUCTC Units Maintained by CP

St. Luc	7	7	4040, 4070-4075
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CP Units Leased by MUCTC

St. Luc	2	2	8577, 8580
TOTAL	9	9	



• Laser Trains--CN inaugurated on October 4 a new competitively priced TOFC service between Toronto and Montreal. Known as "Laser Service", it involves a \$275 charge for the transporting of a trailer, delivered to the railway by 2030 hours, to the other city by 0400. Trailers are unloaded after arrival at Montport Container Terminal in Montreal or Brampton Intermodal Terminal near Toronto, with shippers being guaranteed a pickup time of 0600 or earlier. The 43-car Laser trains, each powered by two diesels, leave Brampton and Montport at 2100, Mondays through Fridays. The service is touted as a fuel efficient alternative to highway transport and is aimed at both privately owned trucking firms and inter-company trucking fleets. CN salesmen canvassed about 130 potential customers in the Toronto area alone before inaugurating the service, and the success of their efforts can be gauged by the fact that the Laser trains were carrying in excess of 60% of capacity within a few weeks. Over a million trailers a year travel between Toronto and Montreal, or vice versa, and CN believes that it can make a deep penetration into this market. Expansion of the service is already under consideration, which would probably firstly involve lengthening of the present trains and, at a later stage, the inauguration of a second daily train each way and/or instituting a similar service between Toronto and Chicago.

• Mobile 1, CN's special communications command post unit for use at major derailment sites (see Newsletter 387, Page 14), was put to its first major test recently at a derailment at Wyoming, Ont., on the Strathroy Subdivision. Train 387, enroute from Fort Erie to Sarnia, derailed 21 cars, including a car of sulphuric acid, several empty tank cars, and a tank car carrying chemical fluoride. About two-thirds of the latter leaked into the ground following the accident. The derailment occurred at 0345, Mobile 1 was ordered out at 0500, and by 0950 it was at the site. Within an hour of arrival the unit was set up and ready to go. Two Bell Telephone lines and the mobile line were in place by 1100.

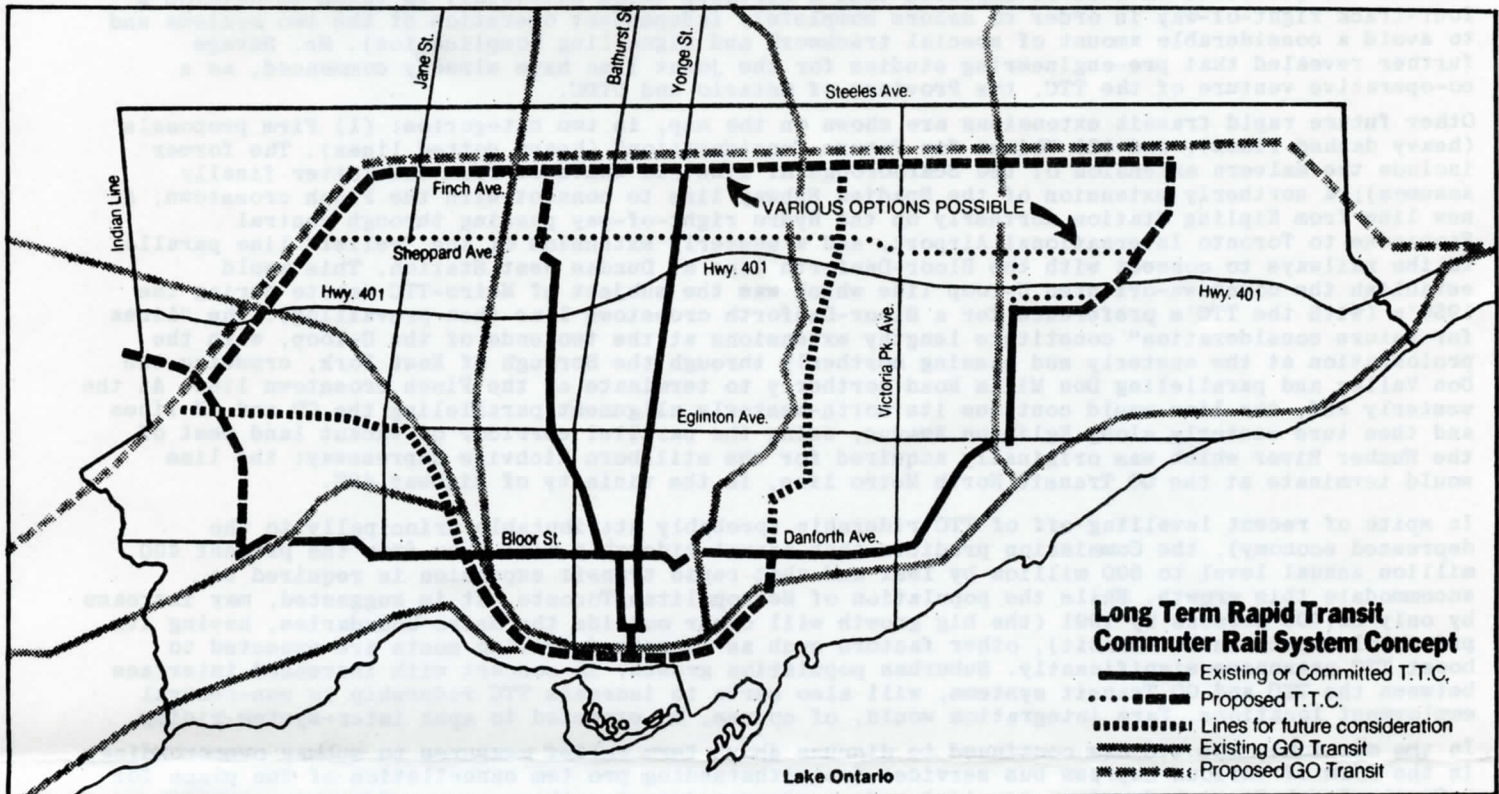
The command post accommodates three telephone circuits and two links with the CN dispatcher. The telex hookup, complete with Cathode Ray Tube, allows communication anywhere on the telex network. It can access TRACS computers and tap CN's administrative network. Satisfying as the performance of Mobile 1 may have been to the railway on the occasion of its first major test, one cannot but hope that the effort, ingenuity and technological know-how which went into the development of this unit and its capability will be increasingly devoted to attacking the root causes of derailments themselves. (See also Notes by Brian C. Nickle) --The two foregoing items from CN Great Lakes Region News

--In Newsletter 393, Page 15, it was reported that CN car "15095", said to have been in use as a library at Gogama, Ont., had been moved to Capreol for preservation and display in a local park. UCRS member George Horner has since provided correcting information to the effect that the car involved is 15019, which had been used at Gogama as a Rule Instruction Car, rather than as a library. It was the base of operations for Rule Instructor Joe Madigan. Car 15095, of course, is the former CN Dental Car used in Northern Ontario, which is now preserved at the CRHA (T&Y Division) Harbourfront museum in Toronto. Incidentally, another source reports that the Town of Capreol has changed its mind about putting car 15019 on display, and it is now languishing in vandalized condition in the CN yards there.





## Plans follow upon plans



Hard on the heels of the Metro/TTC Rapid Transit Study and the Provincial announcement of ALRT extensions to GO Transit, including a new line through Metropolitan Toronto, the TTC on December 15 independently announced its own long range (30-year) plan for rapid transit expansion. As part of such statement, the Commission has indicated that its intention is to take a new and tougher stand on the matter of making its own choice on the form(s) of technology to be used for new rapid transit lines. The TTC says that "computer controlled transit technology" (ICTS) may not be an appropriate choice for future use in Metropolitan Toronto and infers that modifications may be made to the Scarborough line, now under construction. What the nature of these modifications might be is not revealed, but the statement may signify that thought is being given to total manual operation. The report goes so far as to say that, while UTDC's ICTS technology may be able to provide a quality service, it has a high construction cost and requires full grade separation. One of UTDC's three customers (thus far) appears already to have concluded that the purported economy of ICTS by comparison with "prohibitively expensive" subway construction is more imagined than real.

The report says that the Commission intends to take a more aggressive stand on future transit development in Toronto and to assert its responsibility for the design, construction and operation of all local transit facilities within Metro. While UTDC is not named nor is direct reference made to the influence which that corporation has had on transit planning in Toronto over the past few years, the clear implication is that thorough in-house research and study by the TTC will precede the adoption of any major modifications to accepted transit technology in the future. The Commission's report says that if it adopts a passive role in the political area, the result will be either a low priority for transit (the Metropolitan Toronto government continues to be roads oriented at both the political and staff levels), or imposed solutions for transit service to the detriment of the Commission.

The report further takes the pragmatic position that solutions to overcrowding on the present subway system must take priority over transit projects to handle commuters from outside Metro or to promote development. Carrying out this philosophy of serving the transit riders first, an approach to priorities that is to be applauded, the Commission now states that attention should be firstly given to the so-called "relief" line between Donlands Station and downtown (Union Station) via Greenwood Yard and a right-of-way parallel to the CN Kingston Subdivision and the Toronto Terminals Railway. TTC officials have asked for authority to commence detailed design studies for this route, which, it is estimated, will take eight years to place in operation, including the environmental hearing process. It seems increasingly likely that this line would be an extension of the subway system, with the trackage of which it would connect at Greenwood Yard.

The Sheppard East line (Yonge St. to Scarborough Town Centre), which was accorded equal priority in the Metro/TTC Rapid Transit Study, now plays second fiddle to the relief line and is much less certain as to location. The map at the head of this article indicates this uncertainty with the notation "Various Options Possible", and the probability of a Finch (Hydro line) alignment in



common with the North Metro GO Transit line seems to increase. TTC Chief General Manager Alfred Savage indicated to the press that this line, part of a rapid transit "ring" as evident from the map, would be used by GO Transit on an express basis (with stations at, probably, Scarborough Town Centre, Yonge Street, Spadina line terminus and Toronto International Airport), with the TTC providing the local service. Mr. Savage stated that the same trackage would be used by both operators, with passing (overtaking) sidings at stations to allow GO Transit trains to get by the TTC trains. (It would have to be expected that a decision would ultimately be taken to develop a four-track right-of-way in order to secure completely independent operation of the two systems and to avoid a considerable amount of special trackwork and signalling complication). Mr. Savage further revealed that pre-engineering studies for the joint line have already commenced, as a co-operative venture of the TTC, the Province of Ontario and UTDC.

Other future rapid transit extensions are shown on the map, in two categories: (1) Firm proposals (heavy dashed lines), and (2) "Lines for Future Consideration" (heavy dotted lines). The former include the Malvern extension of the Scarborough RT line (in whatever form the latter finally assumes); a northerly extension of the Spadina Subway line to connect with the Finch crosstown; a new line from Kipling Station northerly on the Hydro right-of-way passing through central Etobicoke to Toronto International Airport, and a westerly extension of the "relief" line parallel to the railways to connect with the Bloor-Danforth line at Dundas West Station. This would establish the downtown-oriented U-loop line which was the subject of Metro-TTC debate during the 1950's (with the TTC's preference for a Bloor-Danforth crosstown line then prevailing). The "lines for future consideration" constitute lengthy extensions at the two ends of the U-loop, with the prolongation at the easterly end passing northerly through the Borough of East York, crossing the Don Valley and paralleling Don Mills Road northerly to terminate at the Finch crosstown line. At the westerly end, the line would continue its north-westerly alignment paralleling the CP and CN lines and then turn westerly along Eglinton Avenue, using the parallel corridor of vacant land west of the Humber River which was originally acquired for the stillborn Richview Expressway; the line would terminate at the GO Transit North Metro line, in the vicinity of Highway 427.

In spite of recent levelling off of TTC ridership (probably attributable principally to the depressed economy), the Commission predicts that annual ridership will grow from the present 400 million annual level to 500 million by 1991 and that rapid transit expansion is required to accommodate this growth. While the population of Metropolitan Toronto, it is suggested, may increase by only 50,000 persons by 1991 (the big growth will occur outside the Metro boundaries, having its principal impact on GO Transit), other factors such as increased driving costs are expected to boost TTC patronage significantly. Suburban population growth, in concert with increased interface between the TTC and GO Transit systems, will also serve to increase TTC ridership to non-central employment locations. Fare integration would, of course, be expected to spur inter-system riding.

In the meantime, the TTC has continued to discuss short term relief measures to subway overcrowding, in the form of various express bus services (notwithstanding pro tem cancellation of the plans for a Castle Frank Station-downtown service) and, most surprisingly, the concept of express street car operation (with local bus service instituted) on Broadview Avenue from Broadview Station to downtown. Details as to how this would affect the present 504-King and 505-Dundas carlines are not clear. Finally, on the subject of the TTC's street car system, it is to be noted that the rapid transit plans involve alignments and strategies that are benign in terms of their having any implications for future carline replacement. The original era of subway development in Toronto was in large measure a program of replacing overloaded street car lines with a grade separated rapid transit service; the forthcoming era could be said to have the double objectives of relieving a subway system which itself is approaching overcrowding and of conferring the benefits of rapid transit more evenly across the Metropolitan area, in particular by reducing the long bus rides that many outer Borough residents must now take in order to reach the nearest rapid transit station.



## Notes

- **SMALL WITT RE-ENTERS REVENUE SERVICE**--On Friday, November 19th, at 1250 hours, a dump truck brought down the trolley coach overhead at Seaforth and Macdonell Aves. (north-westerly corner of the south end on-street loop of the 47-Lansdowne route). Power was cut on not only the Lansdowne trolley coach route, but also on the Queen (501) route from Roncesvalles Ave. east to Lisgar

Street, and on the King (504) route east to Wilson Park Road. Small Witt 2894, on a training run with two inspectors, picked up the 40 minute delay by radio while westbound on Queen at Spadina. The car turned at Wolseley Loop and operated at 1320 hours east on Queen to Neville Loop in revenue service, collecting fares by hand since the car had no farebox.

- ALRV 4900 has, by mutual agreement of the TTC, UTDC and the Ministry of Transportation and Communications, had its demonstration period in service on the 501-Queen route extended from Dec. 1, 1982 to Feb. 11, 1983.

- The TTC recently decided to undertake construction of Park Home Station on the Yonge Subway Northern Extension between Sheppard and Finch Stations, at a cost estimated at \$25 million. Completion is not expected until "about 1986".

- The Indiana Transportation Museum of Noblesville, Indiana, which recently acquired PCC's 4480 and 4566, sent a letter of appreciation to the TTC, a portion of which is quoted herewith: "TV and newspapers will be telling Indiana about you folks and these cars, in the next few days...We have never seen a better maintained transportation company! The street cars and buses are clean and well cared for...there is a sense of pride which permeates the organization and is reflected in the attitudes and pride of the men...Hospitality, suggestion, advice, comment, smile, warm handshake, tactfulness and genuine pride--these are the things which our crew noticed. These are the things your TTC people offered us with the pair of street cars...We will take good care of 4480 and 4566. Both will be marked prominently as gifts of the TTC, which we gratefully acknowledge. The 4480 will be retained in its TTC paint job, condition and appearance, as a tribute to a splendid transportation outfit. The 4566 will be restored to its appearance as built for Cincinnati."

--TTC "Coupler"



• What has become the TTC's annual New Year's fare hike took place on Sunday, January 2, after its announcement on December 15. The adult cash fare was raised from 75¢ to 85¢, while the adult token-ticket rate is 6 for \$4, replacing the former 8 for \$5 rate. The price of the monthly Metropass rose from \$32.50 to \$34.75, while students' and senior citizens' tickets and tokens went from 8 for \$2.50 to 6 for \$2. Finally, children's fares were bumped from 5 for \$1 to 7 for \$1.50. The TTC had wanted to keep the increase to an average of 5.8%, but labour cost increases (between 8% and 10%) and fuel cost increases (about 15%) have not permitted this. (The adult ticket charge was raised by 6.7% and Metropass by 6.9%).

There has been the usual political opposition to the increase: the City of Toronto Council shows where it stands on transit policy in the following resolution passed at its meeting of December 16th: "Whereas the TTC is considering a fare increase for 1983 which would have the effect of increasing costs to transit users; and whereas the Metro policy of requiring that fares account for 68% of TTC operating costs represents the highest such requirement in Ontario and most major cities in North America, and is higher than the rider share of the operating costs of the GO system; and whereas a fare increase acts as a disincentive to ridership and energy conservation; and whereas a program of restraint in government spending should not be cast in a way which imposes higher costs on those least able to afford them; and whereas the maintenance of an affordable transit system is of wide public benefit; therefore be it resolved that Council request the TTC and Metro Council to freeze fares in 1983 at 1982 levels; and request additional funding from the Province, or, in the alternative, the metropolitan taxpayers, in order to maintain fares at their 1982 level."

## riding THE CANADIAN by John Fleck

My duties as an auditor for the Ontario Ministry of Health made it possible for me to ride 3,278 miles (5,274 kilometres) on THE CANADIAN during last September and October, and all but 477 kilometres was at government expense. In September I stayed in Sudbury for three weeks and rode in duplex roomettes from Toronto to Sudbury on September 14th and 19th, once on a CN "E" series sleeper which was added on in Toronto, and once in a CP "Chateau" sleeper which came through from Montreal. Both times, No. 1 left Toronto on time and arrived Sudbury 30 minutes early at 7 A.M. Three GMD "F" units provided the power and we waited in the hole in CTC territory between Washago and South Parry on the Bala Sub. for No. 2 to pass by. In Sudbury, I stayed at the Senator Hotel, which is very strategically located right beside the CP line and one block from the VIA station. I watched all of THE CANADIANS arrive from my room window. No. 2 (from Vancouver) arrived right on time once and early every other night during the time that I was there. No. 1 was always early, except on the morning of September 21 as there was a major CN freight wreck the night before near Montreal and No. 1 arrived 35 minutes late, although it left only 10 minutes late from Sudbury. By Cartier, it would have easily been back on schedule. Incidentally, the Senator Hotel is used by CP crews from Toronto and from Chapleau.

As I wanted very much to have the thrill of riding in the dome of THE CANADIAN on the 90 M.P.H. Montreal to Toronto CN line, I flew by Air Canada after work to Toronto, took VIA No. 656 to Oshawa (on September 21) and then boarded No. 1, which arrived Oshawa 10 minutes late (probably due to the aftermath of that CN freight wreck the night before). After a very fast and thrilling ride in the Park dome, No. 1 arrived Toronto only five minutes late. During our one hour and 44 minutes in Toronto, a CN yard engine pulled the Montreal portion of No. 1 back past the Scott Street Tower, then moved it into Track 12 to pick up the Toronto sleepers (all of which are CN: three to four "E" cars, one "I" car with six-wheel trucks and 24 duplex roomettes. The rest of the run to Sudbury was similar to my previous rides.

On October 2 (right after the UCRS Banquet) and October 10, I rode No. 1 to Thunder Bay as I was to work there for two weeks. On both runs, we had the usual three "F" units and arrivals were early all along the route. We met No. 2 at Franz, where the Algoma Central main line crosses the CP line right beside the Franz station. As there was a work train in the siding near the station, No. 2 waited in the hole at the west end of the siding and then backed out onto the main after No. 1 passed by. Steam fans will be happy to hear that CPR 5433, a 2-8-2, is in immaculate condition in a little park by the Chapleau station. On my first run to Thunder Bay, we were in the hole near Chapleau to let two long freights pass by, about seven minutes apart. Both arrivals in Thunder Bay were about eight minutes early, despite the service stop before the station owing to the refuelling facility being located at the east end of the station platform.

On the afternoon of my last working day in Thunder Bay, October 15, Mr. Ed Jordan, Chief Electrical Engineer of Hawker Siddeley Canada Inc., very kindly took me on a complete tour of their Thunder Bay plant where I saw the second order of double deck GO Transit cars being built. There were several cars in various stages of construction and one has to see to appreciate the complexity of the various systems being installed in each car. The entire roof of each car is assembled separately, including the sloping ends, and then the whole thing is lowered bodily onto the side frames. They have made several design improvements over the first set of 80 cars, and the seats are a different shade of blue. The end panels inside are a bright orange, as in the latest of the single level cars. Some cars will have cabs, and the plant has a cab mock-up. The cab will be on the right hand side and the centre end door beside the cab will have a window, thus passengers standing there can see straight forward. In the single level cab cars, the end door does not have a window and one has to stand part way down the steps to see out the left hand front window. At GO's request, the left front panel has been designed so that a front window can be placed there as well. There is a panel with eight switches, one for independent operation of each half door leaf in each car if necessary as each leaf has its own compressed air cylinder. I was surprised to learn that their Toronto subway cars have only one electric motor for each door, not one for each door leaf. The other door leaf is opened by connecting rods and levers which pass across the top



of the door frame. Mr. Jordan mentioned that, although a Hawker Siddeley double deck car had been on display in Chicago, the Chicago area commuter railroads claim that it is too difficult to collect tickets on them as the two floors are entirely separated, unlike the gallery cars in Chicago on which the trainmen can reach up from the lower level to collect the gallery passengers' tickets. Mr. Jordan is also disappointed over the recent announcement by MTC Minister James Snow of the decision not to extend the present GO line to Oshawa and Hamilton along CN trackage, leaving little possibility of further car orders from GO Transit.

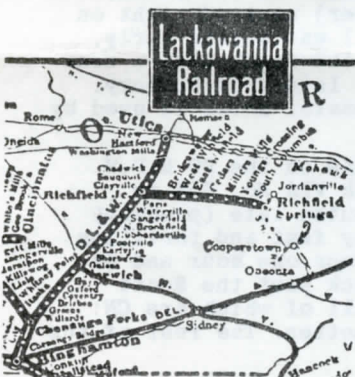
The tour was very interesting and enjoyable. While I was at the plant, I saw a monthly magazine called "Mass Transit" published in Washington, D.C. I have since discovered that the Municipal Reference Library on the second floor of Toronto's New City Hall has the complete set of these magazines, as well as a set of a similar publication called "Metro", from when they were first published.

In the early morning of October 16, No. 2 arrived five minutes early, and left on time for Toronto and Montreal. However, the gas line feeding the stove and oven in the CN diner had failed, and so hot meals could be served only in the front portion of the Skyline dome car (where there used to be coach seats). We arrived early in Schreiber, but an old lady fell twice in a coach and, although an ambulance was called, she apparently refused it and we left 45 minutes late. No. 2 left Chapleau one hour and five minutes late, but we left Cartier 30 minutes late and arrived Sudbury only 10 minutes late. We left right on time, but we were delayed south of Washago on the Newmarket Sub. (which does not have CTC) by northbound freights diverted from their usual route on the Bala Sub. due to some heavy construction in the Richmond Hill area. As a result, we arrived in Toronto 25 minutes late. Normally, No. 2 does not have any meets along the Newmarket Sub. Later that morning, from my strategically located home near the Eglinton GO station, I saw No. 2 pass by on time headed for Montreal.

Thus ended my rides on THE CANADIAN for the present. Having been on it in August, 1964 from Montreal to Vancouver and back to West Toronto, I enjoyed these recent rides, although I miss the all-CP consist, the music on the PA system, and the cleaner dome front windows. I have not seen any CP diners being operated lately, and I wonder what has become of them.



by Sandy Worthen



# the 'Lackawanna Limited'

All of the tea-cup readers and amateur meteorologists who had predicted a miserable summer last year were confounded partially when a one-page flyer floated through the letter slot in July. The bold face LARGE print said "SPECIAL RAILROAD EXCURSION", "SPECIAL INFLATION-FIGHTING FARES" and "INFORMATION ENCLOSED". Yes, it was another Massachusetts Bay Railroad Enthusiasts (Inc.) excursion, planned this time to operate over the 91-mile former branch of the Delaware, Lackawanna and Western Railroad from Binghamton to Utica, New York, about 500 km (300 miles) south-east of Toronto. This was the Saturday activity; on Sunday, the special train would run from Utica to Richfield Springs, New York, 21 miles of purely agrarian branchline, complete with uncut lineside bushes and small trees. The inflation-fighting fare for Saturday, August 28 was U.S. \$44.95, plus U.S. \$14.95 for the Utica-Binghamton bus trip (now don't panic), as will be explained. The Sunday, August 29 trip to Richfield Springs was U.S. \$24.95, with the return to Utica -- by train, as it turned out -- included.

Getting to Utica wasn't much fun: expressways are great for going from here to there quickly (55 m.p.h.), but that's all. The transit of greater Niagara Falls (Ont. and N.Y.) and Buffalo was made with a silent prayer of thanks. The plan was to leave Utica at 0700 Saturday morning by bus, since the special was to operate northbound only. The buses were to arrive at Binghamton at 0900, at which time the train was scheduled to leave, arriving at Utica about 1900 that evening.

Perhaps a little background would be in order. There was a time when the Delaware, Lackawanna and Western Railroad was one of the "Big Four" from New York City/New Jersey to the Great Lakes at Buffalo. The oldest of the group was the Erie Railroad, originally built to Dunkirk, N.Y., some 50 miles west of Buffalo. Next in seniority was the New York Central Railroad, initially an amalgamation of local railroads across the northern portion of the state. After the Lackawanna, which was third, came the Lehigh Valley Railroad: last, but by no means least. The New York and Erie, ancestor of the Erie, ran its first through train to Dunkirk on its



heroic six-foot gauge line on 15 May 1851. The Lackawanna reached Buffalo in 1882, paralleling the Erie for most of the way west from Binghamton. The Lehigh Valley, with its excellent main line, reached Buffalo first by trackage rights over the Erie, but had its own line into Central Buffalo by 1884.

Everything went reasonably well until the post-World War II period. Both the Erie and the Lackawanna began to hurt, and, to allay the pain, the two companies amalgamated on 17 October 1960. There followed a consolidation of facilities, in which the Lackawanna lost most of its fine double-tracked main line west of Binghamton to Batavia and Buffalo. When Penn Central was formed, the Erie Lackawanna, the company nobody wanted, initially was merged with the Dereco Corporation, controlled by the Norfolk and Western Railway (1968). Hurricane Agnes (1972) destroyed most of the E-L main line between Binghamton and Salamanca and the company filed for bankruptcy. Its successful reorganization was predicated on amalgamation with one of the larger eastern railroad systems and, when the Chessie System declined the arrangement, the E-L was included in Conrail when this entity was formed on 1 April 1976.

Of minor interest to Conrail were the Lackawanna branches from Binghamton to Syracuse (1854) and Utica (1872). While all sorts of rearrangements were being tried on the former E-L main line, the annual crop of weeds kept growing on the two branches until, in 1981, Walter Rich, General Manager of the Delaware Otsego Corporation, began to evince an interest in them. The Delaware Otsego Corporation had its beginnings near Oneonta, N.Y., on the Delaware and Hudson, when the then New York Central abandoned the northern portion of its Ulster and Delaware, from Kingston to Oneonta. Delaware Otsego purchased and tried to operate 2.6 miles of the northern end, but lack of on-line customers and threats from federal and state

highway departments necessitated abandonment. Not to be dismayed, Delaware Otsego in 1971 bought the D&H's Cooperstown Branch and reorganized it as the Cooperstown and Charlotte Valley Railroad, a 16-mile line from Cooperstown Junction to Cooperstown -- the birthplace of baseball. The following year, the "DO Line" bought the Fonda; Johnstown and Gloversville Railroad, once a steam and electric line west of Albany, N.Y. Since that time, both the Cooperstown and Gloversville lines have returned to profitability.

From this base, the DO Line expanded its operations to include the ex-Lackawanna Syracuse and Utica branches; purchase was effected on 3 April 1982 and service began the next day. This explains why the motive power and rolling stock of last August's Massachusetts Bay RRE's special was labelled variously "Susquehanna" and "Cooperstown and Charlotte Valley", the motive power belonging to the former company and the rolling stock to the latter.

The Saturday morning bus trip to Binghamton was pleasant and arrived in the former DL&W yard just as the special was being made up. This process was slightly complicated when one axle of one of the passenger cars derailed on a switch. As the special left town, one of the bus drivers who had inadvertently reversed his vehicle over two railway tracks, was trying valiantly to free his bus, the front and rear wheels of which were securely blocked by insurmountable rails!

The "LACKAWANNA LIMITED" was hauled northbound by canary yellow and black low-nosed C-420 No. 2000, ex-Maryland and Delaware 50, ex-Louisville and Nashville 1312, with silver trucks, followed by tuscan red-lined yellow high-nose No. 2002, a C-420 ex-Virginia and Maryland 202, ex-Long Island R.R. 221, with black trucks. Both units were lettered "Susquehanna" on the body and "NYSW" (New York, Susquehanna and Western) on the cab sides under the windows, in a remarkable lettering style. Behind the two units came a passenger-baggage combine, Cooperstown and Charlotte Valley 8, "Goodyear Lake"; then CACV coach 12, unnamed, and, finally, office car 353, lettered Lehigh Valley, formerly Conrail, inherited from the Lehigh Valley R.R. This vintage business car, now owned by the Lehigh Black Diamond Company, is preserved and operated by that company, formed specifically for these purposes.

The day was bright and cool. The combo and coaches, once owned by the Central Railroad of New Jersey, were "air conditioned", since the windows could be opened, some with more than a little urging. There were plenty of photo stops, both "live" and "still". On this occasion also, Mr. J. Leonard Bachelder, Secretary of the Massachusetts Bay RRE Inc., had prepared a remarkable 47-page "Historical Brochure and Route Description" for this run of the "LACKAWANNA LIMITED". Inquiries for copies of this brochure may be addressed to Mr. Bachelder at the Trip Committee's address: P.O. Box 136, Ward Hill, Ma. 01830, U.S.A.

The track was in good shape and the special maintained a good speed up the Chenango River valley. Lunch was served at trackside at Norwich, the largest city between Binghamton and Utica. After lunch, the special rolled onward to Sherbourne, where the branch takes the valley of the Sangerfield River, through the town of the same name to Ninemile Swamp and the water-rashed between the Susquehanna and Mohawk Rivers at Paris. The train then descended cautiously the 17-mile grade -- Paris Hill -- to Utica, following the valley of Sauquoit Creek. Eastbound from Utica, doubling or tripling Paris Hill is common, especially when there is heavy tonnage on the train. In the late afternoon sunlight, the special rumbled through suburban Utica alongside Route 12, at this point a double-divided highway, the construction of which pre-empted the Lackawanna's original trackage into Utica's Union Station. Today the right-of-way swings west to enter Schuyler Street, where, in the time-honored tradition of industrial railways, it runs down the centre of the street for 0.7 mile, with several street intersections in this distance. The most picturesque of these is that at Oriskany Street, where an ancient and dilapidated Lackawanna crossing gateman's elevated tower used to control simultaneously the half-barriers, the flashers and the traffic lights! The "LACKAWANNA LIMITED" stopped at the corner of Columbia Street to detain passengers; several unsuspecting motorists were trapped by this unexpected process.

In response to may requests, extra-fare, first-class accommodations in Lehigh Valley office car 353 had been arranged. Complimentary continental breakfasts and afternoon cocktail hours were



offered on both days, and a buffet luncheon was served on Saturday by the skilled and experienced staff. Car 353 was built by the Pullman Company in 1916 and was the principal office car for the Lehigh Valley Railroad for six decades before being acquired in 1977 by the Lehigh Black Diamond Company Limited. One of its striking features is its brass-railed rear observation platform.

Sunday's trip to Richfield Junction and Richfield Springs, a profoundly bucolic venture, departed from the corner of Schuyler and Columbia Streets at 0900, but, instead of heading for the outskirts of the city, the train proceeded north to the Susquehanna yard for an inspection of ex-Adirondack Railroad's rare Alco RSC-2 Number 25. Bought for service on the NYS&W, it developed leaks in the cooling system and was there fore subsequently cannibalized for parts. The Utica & Mohawk Valley Chapter, NRHS, intends to restore and preserve the body. The adjacent freight house is clearly identified on the east end with the emblem of the original owner -- Lackawanna. As the "LACKAWANNA LIMITED" was preparing to depart, a westbound four-unit Conrail freight roared by, much to the delight of the enthusiasts.

The climb up to Richfield Junction beside foaming Sauquoit Creek was made amid a multitude of explosive noises from the single head-end unit, 2002. The train was hauled to Richfield Springs backwards: that is, with NYS&W 2002 leading, followed by Lehigh Valley 353, and with CACV combo 8 "Goodyear Lake" on the rear end. In addition to a considerable number of motorcaders, there were assorted dogs, chickens, small children, far-in and far-out adults and one fire engine adding to the general tumult. On both the Saturday and Sunday runs, all of the important road crossings were protected by a Delaware Otsego/Susquehanna constable in a cream coloured car, identified plainly as "Railroad Police". At Richfield Junction, a location quite out of the reach of motorists, we took the north to east leg of the wye, the east to south portion being unused, we were told. Speed on this "twig" of the branch was moderate, not as lively as on the "main stem". Warnings by Trip Committee personnel regarding the trackside brush and trees were timely: frequently there was the sound of branches scraping along the sides of the coaches and the windows.

Reaching the plateau above the Mohawk Valley at Bridgewater, there was yet another photo stop at the station which was once "joint" with the Unadilla Valley Railroad, via a branch of the former New York, Ontario and Western Railroad. You'd never know it today, were it not for the well preserved station building, now a flea-market! It is very roundabout to Richfield Springs by rail, some 36 miles from Utica, while by car it is 11 miles to Mohawk and 12 miles to "the Springs". Richfield Springs is a resort town on Canadarago Lake, among its amenities being the Lake House Restaurant, originally constructed in 1843, and worthy of three stars in the Mobil Tourist Guide. After lunch at the Lake House, at about 1430, the special departed for Utica, unit 2002 now leading and Lehigh Valley 353 bringing up the rear. Arrival in Utica was about 1730, after several photo stops en route. Snacks onboard the "LACKAWANNA LIMITED" were available in the baggage car, under the supervision of the Utica and Mohawk Valley Chapter, NRHS. Howie and Suzanne Samuelson of Broadway Limited Antiques ran the railroadiana store. The passengers came from many places, but the Buffalo contingent seems to have led the parade.

Due to a severe lapse in communications, this reporter missed his return ride by car to Utica, the driver assuming that he was on board the special. The rescue was effected only when the driver, arriving in Utica with the train, concluded that his passenger was not on board, but was still at Richfield Springs! The three-hour waiting period at Richfield Springs was partially compensated for by an excellent dinner at The Station Restaurant in Mohawk on the return journey to Utica.

Many of the participants boarded Amtrak's MOHAWK west on Sunday night, while easterners took the LAKE SHORE LIMITED next morning at 0755 for Boston and New York City. Bill Crawford, President of the Massachusetts Bay RRE (Inc.) and David Derow, Vice-President and Trip Committee Chairman, are to be congratulated for organizing and supervising such a successful two-day extravaganza. A good time was had by all and that's no exaggeration. Even the motorcaders said so!

**--Rogers Pass Progress:** Preliminary construction work on CP Rail's \$600 million Rogers Pass line relocation project is nearing completion. Contracts were awarded last July for approximately \$22 million worth of construction, including the east and west portals of the nine-mile tunnel through Mount Macdonald and clearing along the 10-mile surface route. Work on the latter, which has included the construction of access roads and temporary bridges, as well as clearing of the right-of-way, is now complete. Surveys and basic geotechnical work also have been finished; laboratory analysis and studies are under way to determine whether geotechnical work is needed in order to prepare a comprehensive design for the roadbed construction.

Work at both portals of the nine-mile tunnel (there will also be a one-mile tunnel at the east end of Rogers Pass) was scheduled for completion by the end of November. The east portal has been excavated to rock face and retaining walls have been constructed to hold the overburden. At the west portal an 1100-foot reinforced concrete box has been built. The latter passes under the Trans-Canada Highway and extends into Cheops Mountain. The road has been detoured to allow construction of the west portal at the mountain face. Approximately 125 jobs were filled on the preliminary work over the five-month 1982 construction period.

--The October 8 fire which destroyed the former TH&B Brantford station on Market Street South, as reported last month, has been labelled as of suspicious origin. The restaurant in the station structure had been closed since July, although the owner was considering reopening in October. Some years after the final run of the TH&B doodlebug 301 on the Hamilton-Waterford service, on September 25, 1954, the building was purchased by a group of local businessmen, in 1969, and the Iron Horse Steak House was opened in it, with an attached railway car bar area. The building had been sold to another individual early in 1982 and converted into an English pub-style operation prior to closing.

--Doug Page





# UCRS and other events and activities

by Ed Campbell

--The UCRS elections will be held at the meeting in Toronto on February 18. Be sure to keep this evening open so that you can attend. Have you ever considered taking on some of the responsibilities of running your Society? Give it serious thought and come to the meeting prepared to help if you can.

--The Society store in the CN St. Clair Avenue Station will be open on Saturday, January 22 from 9 A.M. until 2 P.M. The station is located on the north side of St. Clair Avenue West, just west of Caledonia Road and on the east side of the CN tracks. The store is well worth a visit.

--Your help is going to be needed at the Sportsmen's Show (March 18 to March 27), where the UCRS will have a booth. If you can help, please reserve these dates. More details will appear in the February Newsletter.

--John Robertson is expected to be out of Hillcrest Hospital about January 21--we continue to wish him well.

Friday, January 21--The regular monthly UCRS Toronto meeting will be held at 8 P.M. in the 6th floor auditorium of the Education Centre at the south-east corner of College and McCaul Streets. There will be a "get-together" period starting at 7 P.M. so that the meeting can commence at 8 P.M. sharp. The entertainment will be presented by Larry Partridge who will talk about the subject of his recent book "The Witts". Also featured, in the "Newscast" portion of the meeting, will be slides taken by Jim Walther of the November 27 (about 8 A.M.) derailment four miles north-east of Mount Albert, Ont. on the Bala Sub., when 29 cars piled up in a huge mound. A majority of the cars involved were loaded with automobiles and dry goods, although it was an empty which first left the rails.

Saturday, January 22--UCRS store open from 9 A.M. to 2 P.M. See above.

Friday, January 28--The Hamilton Chapter will hold its monthly meeting in the Board Room in the CNR Hamilton Station, James Street North, at 8 P.M. The entertainment will be a showing of steam movies by Adrian Shuman of Mississauga. Toronto members should take one of the two GO trains (leaving Union Station at 17:19 and 18:03) which run directly to the Hamilton Station. You will see an excellent show at Hamilton and visitors are always welcome.

Friday, February 18--The regular Toronto meeting will be held at the Education Centre, College and McCaul Streets, at 8 P.M. This will be the occasion of the Annual Meeting and elections; everybody should attend.

--The HO Model Engineers Society of Hamilton will present an evening of railroad slides and movies on Saturday, January 15 at the Royal Botanical Gardens Administrative Building, 680 Plains Road West, Burlington (between Bayview Junction and Aldershot). Admission is \$3 per person; doors will be open at 7 P.M. and the program will begin at 7:30 P.M.

--A one-day conference will be held on Saturday, February 5, 1983 entitled Inter-City Passenger Rail Transportation: Building for the Future.

Sponsored by Transport 2000 Ontario, the conference begins at 9:30 A.M. (registration) and will be held at Carr Hall, St. Michael's College, University of Toronto, at the north-east corner of Queen's Park Crescent and St. Joseph Street (one block north of Wellesley). There will be three seminars, as well as discussions, lunch, films, and displays. Professor Cecil E. Law will speak on "The Economic Requirements for Immediate Improvements"; Mr. Ed Abbott will talk on "The Role of Organized Labour"; and Prof. Richard M. Soberman will address "Institutional Barriers to Changes". Participants are invited to attend a short Annual General Meeting of Transport 2000 Ontario which follows the conference, at 4:00 P.M. The pre-registration fee is \$15 (prior to January 31, 1983); registration at the



door is \$18, which includes lunch. Pre-registration tickets for participants will be held at the door. Space is limited. Send pre-registrations or requests for further information to: Transport 2000 Ontario, Box 248, Station M, Toronto, Ontario M6S 4T3. Messages may be left at 416-425-4406.

Tuesday, February 1--The York Pioneer and Historical Society has kindly extended an invitation to UCRS members to attend its meeting which will feature an illustrated talk by TTC Historian (and UCRS member) Ted Wickson on the Metropolitan Division of the Toronto and York Radial Railways (latterly the TTC Lake Simcoe Line). The meeting begins at 7:30 P.M. at the Education Centre, 6th Floor Auditorium, College and McCaul Streets, Toronto (the same location as UCRS meetings).

--The Niagara Division of CRHA has published "NS&T", a soft cover limited edition picture book on the Niagara, St. Catharines and Toronto Railway. The book is 8½"x11" format with more than 50 large black and white photos and descriptive captions. The book is available at \$8.50 per copy plus 90¢ postage (cheque or money order.) from A.W. Panko, R.R. #1, Fonthill, Ont., Canada L0S 1E0.

--Limited Edition Prints by Wentworth D. Folkins are available at \$130.00 apiece from Patricia's Gallery, 250 Wincott Drive, Weston, Ontario, Canada M9R 2R5. The four subjects offered are "6060 at Spadina", "North Toronto Station" (Peter Witt trains in foreground), "Night Departure" (CPR unstreamlined 2800 series 4-6-4 on passenger), and "Prairie Freight" (CN 2-8-2 3570). The image size of the 6060 print is 20"x29 3/8"; the others are 18"x24 5/8". Ontario residents add 7% Provincial Sales Tax; shipping and handling \$10.00.

--The Town of Clinton, Ont. has purchased former CN wooden School Car 15089 from the Ontario Rail Association for display in a local park. The car is in very poor condition, having experienced a fire several years ago and suffering from outdoor storage and a lack of attention. However, citizens of Clinton, including students, have volunteered to help with restoration of the car. CN has donated the necessary green paint.

--CN's 12-stall roundhouse at South Parry, Ont. has burned down.

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