



INCORPORATED 1952

40 YEARS OF UCRS
FAN TRIPS

Newsletter

NS & T Rly

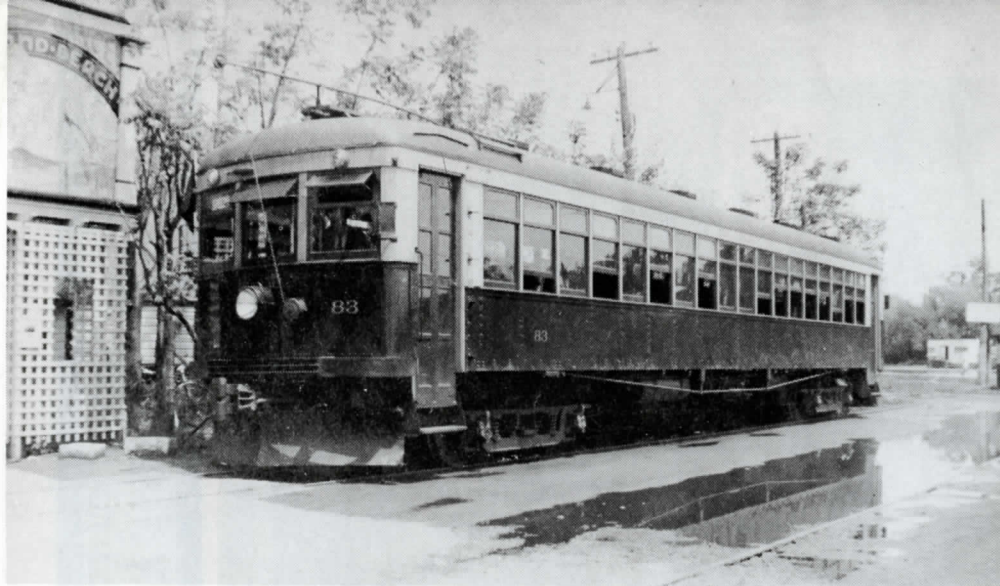
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JUNE 1983

40 YEARS OF UCRS FAN TRIPS

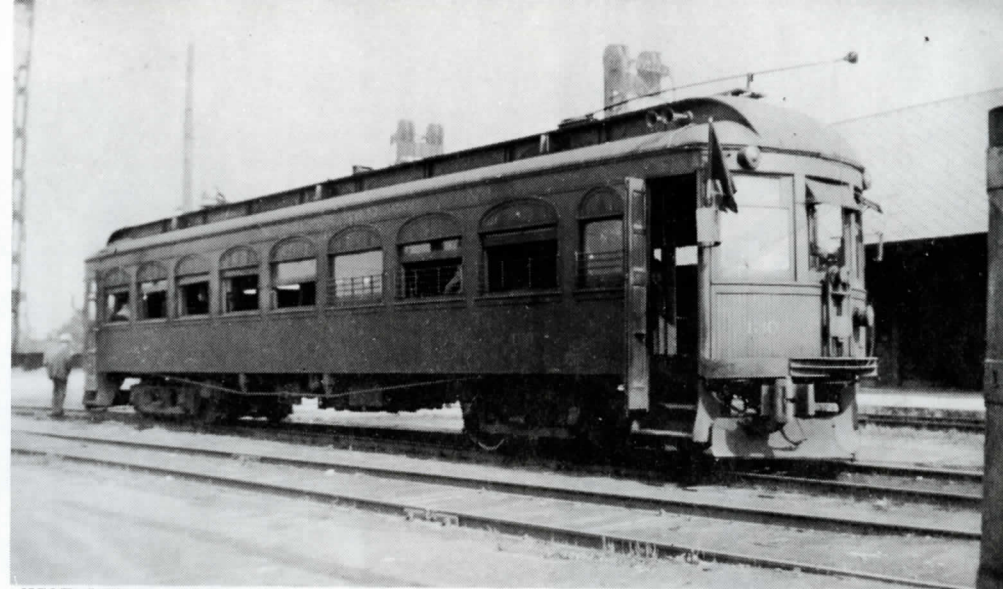


UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



It's June 13, 1943, and freshly shopped interurban car 83 of the NS&T poses for its portrait at Lakeside Park, Port Dalhousie, during the UCRS/NRHS excursion. Unfortunately, the former Toronto Suburban car was scrapped after NS&T interurban service ended in 1959.

--photo by J. William Hood



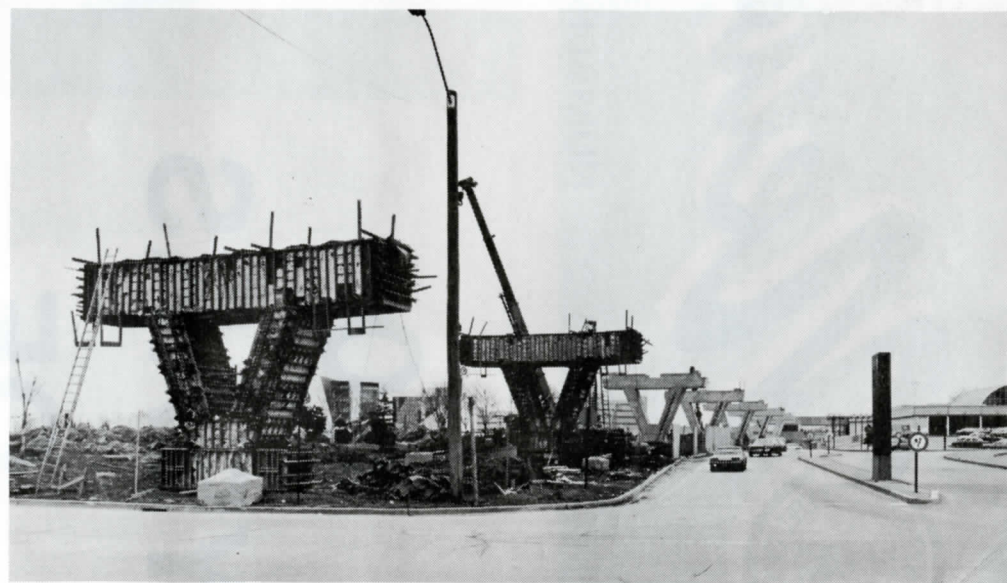
NS&T 130, a classic wooden interurban, also saw use on the UCRS/NRHS charter of June 13, 1943. It's pictured at the Port Colborne station; note the counterbalances for the lift bridge across the Welland Canal in the background. Although the 130 was bought by a U.S. railfan in the mid-1950's, it was ultimately scrapped due to deterioration.

--photo by J. William Hood



One of the beams which will carry the TTC Scarborough RT line is lowered into place at the point where the line follows Highland Creek briefly, east of Midland Ave. Photo taken March, 1983. View looks south.

--TTC photo



The TTC Scarborough RT (Intermediate Capacity Rapid Transit) line is rapidly taking shape. This view shows the elevated structure under construction through the Scarborough Town Centre, looking west from Borough Drive East.

--TTC photo

40 YEARS AGO!

by J. William Hood and the Editor

(Editor's Note): Newsletter 209 (the June 1963 issue) had, over the front cover photograph, the wording "20 Years Ago!" This signalled the presence in that issue of an article, commencing on Page 92 overleaf, commemorating the very first charter excursion operated by the UCRS, on June 13, 1943. It is an article well worth repeating another 20 years later (with a few changes appropriate to today's context) to lead off this issue, which not only looks back at 40 years of UCRS fantrips but also provides a retrospective of the Niagara, St. Catharines and Toronto Railway in the mid-1940's.

Exactly 40 years ago this month, on June 13th, 1943, the Upper Canada Railway Society, then less than two years old, sponsored its first charter fantrip. The trip, co-sponsored with the Buffalo Chapter of the National Railway Historical Society, consisted of a seven hour tour of the lines of the Niagara, St. Catharines and Toronto Railway, and used newly-refurbished car 83, which was making its first revenue run in almost 12 years.

The events leading up to this excursion are very interesting to relate. In 1924 and 1925, the St. Catharines shops of the NS&T built two new cars for the Toronto Suburban Railway, another Canadian National Electric Railways property. These two cars, 107, which was a straight coach, and 108, a combination baggage-passenger car, provided most of the base service on the TSR until the time of the line's abandonment on August 15th, 1931. Following abandonment, 107 and 108 were placed in storage at the Lambton Carhouse, along with the other equipment of the railway. In 1935, when all the legal aspects of the abandonment had been disposed of, some of the cars were scrapped, while others were transferred to other CNER lines. Nos. 107 and 108 came to the NS&T, where it was planned to rebuild them and place them in service as 83 and 84, respectively. During the late thirties, some work was done on 107, but following the discontinuance of service on the Niagara Falls Subdivision, and the resulting surplus of cars, no further work was done, and both cars were shoved out into the honyard to rust away. In 1942, the Montreal and Southern Counties Railway, again another CNER property, decided that they had a need for a new snowplow, so car 108 was shipped to Montreal and rebuilt as M&SC 300, and saw many years of service in this guise. Meanwhile, in St. Catharines, the NS&T had been ordered by the Department of Transport to restore interurban service on the Niagara Falls line because of the war. The increased traffic thus generated brought on a shortage of cars, and the management's eyes turned again to the hulk of 107 stored in the corner of St. Catharines Carhouse yard. The final stages of the rebuilding of the car were completed about the middle of May, 1943, and 107 emerged from the shops, resplendent in red and grey livery, as NS&T No. 83. It was then that the Upper Canada Railway Society and the Buffalo Chapter approached the railway and arranged for the chartering of the car before it entered regular service.

It is believed that this was the first charter excursion operated by a Canadian railway enthusiasts' group. It was not the first such operation in Canada, however, as this honour apparently falls to a trip operated on the London and Port Stanley Railway in 1941 by the Railroad Enthusiasts of Rochester, N.Y.

Present day members of the Society, aware of an abundance of railway and transit charter excursions of all kinds throughout the continent, will probably find it difficult to imagine what a rare event a fantrip was in 1943. This was during the height of World War II and railway enthusiast activities, which had begun to flourish in the United States and to a lesser degree in Canada during the late 1930's, had been dealt a body blow during 1940 and 1941. Not only were excursions just not possible on most railways during the war because of security restrictions and the shortage of equipment, but in addition the loss of members of the railway societies to the armed forces depleted numbers to the point where many such groups found it difficult to carry on. At one point during 1943 there were only 12 resident members of the UCRS in the City of Toronto.

It was under these unfavourable circumstances that the Directors of the UCRS resolved to operate a charter trip, as the return to service of the historic car 107 of the Toronto Suburban Railway as NS&T 83 was an event worth taking a long chance on. While the degree of financial involvement was small in contrast to that of today's excursions, it looked large in those days. There was no mailing list, no known "fantrip clientele", and no way of obtaining newspaper or radio advertising. Intention of the Society to operate the trip was circulated by word of mouth among the Toronto members and presumably much the same was done in Buffalo. Individual hand-written letters were sent to Associate members resident elsewhere in Ontario urging them to attend the excursion.

Somehow, by dint of hard work and enthusiasm on the part of the UCRS members who arranged the trip, a total of 76 persons turned up at Bridge Street, Niagara Falls on the morning of June 13th, 1943 to await the arrival of the resplendent car 83. This would be a respectable total for an electric trip today, but at the time it was nothing short of phenomenal.

Such were the events leading up to the excursion. Now for the trip itself. The fans from Toronto arrived at the CNR Bridge Street Station in Niagara Falls on Train 101, while the Buffalo group travelled by the New York Central to the Suspension Bridge and crossed over there. Promptly at 11:00 a.m., 83 came rolling down Bridge Street to pick up the two groups, and the trip began. A fast run was made over the main line to St. Catharines, where the car switched over to the Port



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the Newsletter to the Editor at the
above address.

Correspondence

Dear Editors:

In regard to Mike Lindsay's article and comment on the Model 40 GM switcher, please advise him that there exist more than two remaining models of this switcher. To my knowledge there at least one or two other units in the United States; the most recent sighting by yourstruly having been at the Harley-Davidson motorcycle assembly plant at York, Pa. As of last year the switcher was still able to be seen at the north end of the plant in the east end of York. The switcher is not used by H-D since all shipments in and out of the plant are by truck, even though there are rails leading into the plant from the Ma & Pa. Incidentally, prior to H-D taking over the plant some eight years ago, it was used for military purposes by the U.S. Government. The locomotive is not now in U.S. colours, being a dusty gray. It may be photographed with ease after gaining permission from the gate guard.

Bryce Lee, Toronto

Dear Mr. Westland:

This is relative to the correspondence, in the April, 1983 edition of the Newsletter, regarding my article on the automated light rail system for the Vancouver Metropolitan Area. An article entitled "CTA Cars: No Frills, No Nonsense" in the May 10, 1982 edition of "Railway Age" includes the following: "The cars run on three-phase, 230-volt 60 Hz alternating current, which improves reliability and reduces costs. 'In the past,' says Keevil, 'we had to use 600-volt DC motors, which cost more to buy and maintain. Now we can use commercially available motors.' That was the basis for my statement relative to the motors for the new Chicago cars.

The power conversion units in the ALRT cars will dissipate electrical energy, as does any electrical device. Control of the ALRT cars will be by varying the voltage and frequency of the output from the power conversion units. The cost of the new cars for the New York system, for the Houston system, for the ALRT system, and for the Scarborough Intermediate Capacity System further supports the claim that the initial cost per passenger for the latter two systems far exceeds that for any other systems in the United States and Canada. Before writing the related article, a request was made to the Cleveland Regional Transit System for information on the three Airporter cars which were converted for use with AC motors. That request was not granted and it was assumed that they remained so converted. Appreciation is expressed to Mr. Keevil and to Mr. Mora for providing current information on the Chicago and Cleveland cars and for the demonstration of their interest in my article.

J. Ralph Oakley, Vancouver



The Ontario Rail Association has acquired CPR Rules Instruction Car 60 for its collection of railway rolling stock. The car was formerly the sleeper "Glenside". The ORA is a Toronto-based group which is working towards the establishment of a steam tourist line over CNR trackage between Collingwood and Meaford, Ontario. A large collection of equipment has been assembled, which includes CPR 4-6-0 1057, 4-4-0 136, Essex Terminal 0-6-0 9, a number of CPR heavyweight coaches, and the ONR business car MOOSONEE. The success of ORA's plans depends on the participation of enthusiastic members, and interested persons are urged to join this very worthwhile endeavour. Full membership is \$30; Associate \$25, Students and Seniors \$15, Family \$40.

Write to the Ontario Rail Association, Box 64, Brampton, Ont. L6V 2K7. Monthly meetings are held at Lansing United Church, 49 Bogert Ave., Willowdale, one block south of Yonge and Sheppard, on fourth Tuesdays.

Dalhousie (West) line for the trip to Lakeside Park at Port Dalhousie. Here the railfans had lunch at the Lakeside Inn, and many photos were taken of the new car, the regular service cars, and the DALHOUSIE CITY and NORTHUMBERLAND bringing crowds of picknickers across Lake Ontario from Toronto for a day's outing at the Falls.

Following the lunch period, the excursion made its way back to St. Catharines for a two-hour tour of the railway's shops. Here the fans lost no time in photographing the many various and interesting types of cars in the yards. After the tour was completed, car 83 was exchanged for one of the classic arch-windowed wooden interurbans which were so popular on the NS&T, No. 130. Leaving the shops, 130 traversed the main line to Substation Junction, at Thorold, where the Welland Subdivision branched off to Port Colborne. An interesting sidelight at Substation Junction was seeing car 82 sitting in the siding, with its pilot, front steps and anti-climber damaged, and the front pole missing. Investigation revealed that the car had just been involved in a level crossing accident, and was on its way to the shops.

An eventful run was made over the Welland Subdivision, destined to be the last stronghold of passenger service on the NS&T, and Port Colborne was soon reached. The return trip to substation Junction was made, and 130 swung onto the rails of the Falls Subdivision again for the final leg of the excursion to Niagara Falls. While winding its way through the city streets to the CNR station, 130 dug its pilot into the roadway at the corner of Queen and Erie Streets, breaking the braces. From here the car limped down to Bridge Street with the pilot digging a rut in the asphalt.

Upon arriving at the end of the line, the two groups bade farewell to the NS&T, and departed for their respective cities, well satisfied with a very enjoyable day's travel.

The following is the timetable used on the June 13th, 1943 trip:

TORONTO GROUP

8:00 a.m. Leave Toronto on CNR Train No. 101-102. 10:50 a.m. Arrive Niagara Falls, Ont. (Bridge Street).

BUFFALO GROUP

9:15 a.m. Leave Buffalo on NYC Train No. 211. 10:31 a.m. Arrive Suspension Bridge, N.Y.

11:00 a.m. Party will board NS&T Ry. car 83 at the Canadian end of the Whirlpool Rapids Bridge, Niagara Falls

11:17 a.m. Leave Bridge and Victoria Streets as a section of Falls Subdivision Train No. 89.

11:50 a.m. Arrive St. Catharines station.

12:05 p.m. Leave St. Catharines as 2nd section of Port Dalhousie Subdivision Train No. 27.

12:28 p.m. Arrive Port Dalhousie.

12:30 to 1:30 p.m. Dinner at Lakeside Inn.

1:32 p.m. Leave Port Dalhousie as section of Port Dalhousie Subdivision Train No. 32.

1:55 p.m. Arrive St. Catharines Shops for tour of inspection.

Change to Car 130

3:11 p.m. Leave St. Catharines for Substation Junction as a section of Falls Subdivision Train No. 98.

3:30 p.m. Leave Substation Junction and run extra on Welland Subdivision to Port Colborne.

4:24 p.m. Arrive Port Colborne.

4:31 p.m. Leave Port Colborne as a section of Welland Subdivision Train No. 141.

5:20 p.m. Arrive Substation Junction.

5:30 p.m. Leave Substation Junction as a section of Falls Subdivision Train 102.

5:45 p.m. Arrive Bridge and Victoria Streets, Niagara Falls.

TORONTO GROUP

7:00 p.m. Leave Bridge Street Station on CNR Train No. 107-108.

BUFFALO GROUP

8:05 p.m. Leave Suspension Bridge on NYC Train No. 246.

(Editor's Note): The following are two articles on the Niagara, St. Catharines and Toronto Railway as written in 1946 and as originally appearing in UCRS Bulletins 19 and 20:

A HISTORY OF THE NIAGARA, ST. CATHARINES AND TORONTO RAILWAY

by A. Andrew Merrilees

The NS&T Railway, as it is now constituted, is the product of the amalgamation of a number of earlier lines. In order to get a true picture of the development of this system, therefore, we must cover these lines one by one:

St. Catharines Local Line

The earliest of these lines from the standpoint of operation was the St. Catharines Street Railway which commenced operation in 1879. In April 1882 this line was extended along the city and town streets to Thorold, and the same year it was renamed the St. Catharines, Merritton and Thorold Street Railway. This line commenced operation as a horse car line on the streets of St. Catharines November 1, 1879.

In September, 1887, five electric cars using the Van Depoele System displaced the horse cars on the streets of St. Catharines, and the following month the line was electrified to Thorold.

Contrary to press reports which have appeared from time to time, this was the second electric railway operation in Canada, and not the first in North America, as so often reported. The first electric railway in Canada commenced operation between Windsor and Walkerville, Ont. on June 3, 1886--more than a full year earlier, and the first electric railway operation in North America was in Richmond, Virginia.

In February, 1888, the St. CM&T Ry. became known as the Port Dalhousie, St. Catharines and Thorold Electric Street Railway Company Limited, although the line to Port Dalhousie was not opened until several years later. On July 8, 1902, this company was taken over by the Niagara, St. Catharines and Toronto Railway Co. which was organized in 1899, as we shall see later.

Niagara Falls Local Line

The present NS&T local lines in Niagara Falls, Ont. had their beginnings in the Niagara Falls, Wesley Park & Clifton Tramway Company which commenced horse car operation on December 6, 1886. In 1900, this company was also acquired by the NS&T Ry., electrified and extended to Falls View, and commenced electric operations on August 18, 1900.

The Main Line

The present main line of the NS&T Ry. between St. Catharines and Niagara Falls, Ont. commenced operation on December 20th, 1888, as the St. Catharines and Niagara Central Railway--a steam operation. Its St. Catharines terminal was at the corner of James and Raymond Streets and its Niagara Falls terminus was the Michigan Central R.R. station. This line was built by private capital with the object of eventually selling it to the CPR as part of their proposed line from Toronto, through Hamilton to Niagara Falls. This is the reason for the high fills in the vicinity of Thorold, which were built to assure that the line would be graded in an acceptable manner for a Class 1 steam railroad operation.

In 1895, however, the Toronto, Hamilton and Buffalo Railway was constructed from Hamilton to Welland, and the CPR made through arrangements with it and the MCRR to reach the Niagara frontier, so the plans of the builders of the St. Catharines and Niagara Central Railway were frustrated. The line then got into financial difficulties and eventually went into receivership. On April 15, 1899, at a receiver's sale, it was sold to a New York State syndicate composed of Messrs. Colvin, Powers and Hebert, who owned an extensive interurban electric railway system from Saratoga Springs to Glen Falls and Lake George, N.Y.

A new company, the Niagara, St. Catharines and Toronto Railway, was then organized by these gentlemen, who immediately projected a program of expansion. By August, 1900, the former St. Catharines and Niagara Central Railway between St. Catharines and Niagara Falls was completely electrified, and the local line system in Niagara Falls purchased. In March, 1901, a new electric line was built and opened from St. Catharines to Port Dalhousie. Later that year, an amusement park was constructed at Port Dalhousie, and two steamers, the LAKESIDE and GARDEN CITY, purchased to operate between Port Dalhousie and Toronto. Finally, on June 8, 1902, the local lines in the City of St. Catharines were purchased by the syndicate, and the nucleus of the present system was complete.

By 1907, the New York State syndicate which owned the NS&T Ry. was embroiled in a fight with the Delaware and Hudson Railroad for control of their other railway properties in upper New York State. In order to get together all available monies to protect these properties, therefore, they sold the NS&T Ry. to Mackenzie, Mann & Co., owners of the Canadian Northern System. The NS&T never, at any time, had any physical connection with any of the Canadian Northern's lines, but the line was purchased with the plan that this would eventually come about.

In the same year, the new owners commenced construction of the Welland Division from Thorold to Port Colborne, in order to fully compete with the Grand Trunk for a share of the Lake Ontario to Lake Erie passenger and freight traffic. This line was opened to Fonthill June 1, 1907, to the Welland River May 1, 1908, and to Port Colborne February 6, 1911. In 1913 the Lake Shore Division was constructed from St. Catharines to Niagara-on-the-Lake, 12.2 miles, and this line handled a large volume of traffic to the Niagara Military Camp during World War 1.

In 1917, when the parent Canadian Northern Railway System was taken over by the Canadian Government to protect the interest on its bonds, the NS&T Ry. was cited as a constituent company of the Canadian Northern, passing to Canadian National Rys. About 1923, the Canadian National Electric Railways was formed to operate the various electric railway operations of the system and, for a time, the NS&T Ry.'s equipment bore this title.

The company's St. Catharines car shops were considerably extended in 1921, and a new brick terminal and office building constructed at Lake and Louisa Streets, St. Catharines and opened in November, 1924. Shortly afterward, the company's Tower Inn Terminal at Niagara Falls, Ont. was constructed, but operation to this point ceased on January 27, 1941.

In 1928, the CNR steam trackage from Merriton to Port Dalhousie East was electrified, and has since been operated by the NS&T Ry. mainly in freight service. However, the dock at Port Dalhousie East has been used on occasion by the steamers for transferring excursion passengers to electric cars for direct movement to Niagara Falls, avoiding the congestion in St. Catharines.

The railway's first abandonment was that of the Lake Shore Division between St. Catharines and Niagara-on-the-Lake which took place January 14, 1931. Track was torn up that year between Port Weller and Niagara-on-the-Lake, and a freight service is still maintained as required from St. Catharines to Port Weller. Also in 1931 the old "low line" operating on the streets of Merriton and Thorold from St. Catharines was abandoned, and all passenger traffic between these points handled by the high line and by motor bus.

On February 26, 1939, local line service in St. Catharines was discontinued. Tracks, wire, etc. were, however not removed by the time the war emergency became acute, and the Canadian Transit Controller ruled that street car service in St. Catharines be resumed as from March, 1942. It is

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expected that it will be finally and permanently abandoned this coming summer. On November 17, 1940 passenger service on the main line between St. Catharines and Niagara Falls was also discontinued, but was resumed on November 15, 1942 for the same reasons as above. It too is expected to be permanently abandoned this coming summer between Thorold and Niagara Falls.

Passenger service will continue to operate between St. Catharines, Thorold and Port Colborne, however, and also between St. Catharines and Port Dalhousie. There also remains a generous car-load freight business which has always been the mainstay of the line and makes it economically profitable. The company's steamers continue to operate between Port Dalhousie and Toronto. Of the original steamers, the LAKESIDE was taken off the run and sold in 1911, being replaced by the new steamer DALHOUSIE CITY, built for the company in that year. The side-wheel steamer GARDEN CITY was also sold, in 1916, and was eventually replaced in 1920 by the NORTHUMBERLAND, a vessel which had been built in 1891 for the Canadian Government's Pictou, N.S.--Charlottetown, PEI service.

Mileages NS&T Ry.

The following is an accurate and complete list of mileages on both existing and abandoned routes of the NS&T Ry.

Main Line Division: Port Dalhousie East to St. Catharines Terminal	2.93
St. Catharines Terminal to Niagara Falls Terminal	13.04
Lake Shore Division: St. Catharines Terminal to Niagara-on-the-Lake	12.17
Welland Division: Thorold to Port Colborne	18.61
Old Low Line: CNR Station, St. Catharines, to Thorold	5.65
Port Dalhousie Division: St. Catharines to Lakeside Park, Port Dalhousie	4.89
Victoria Lawn-Cemetery Division: McKinnon's to Victoria Lawn, St. Catharines	3.60
Wesley Park Division: Bridge St. to Montrose, Niagara Falls	4.48
Lundy's Lane Jct. to Winery Road, Niagara Falls	0.91
Facer Street Division: St. Paul and St. James Sts. to Grantham Ave., St. Catharines	2.22
Niagara Falls Terminal Division: Victoria Ave. Jct. to Niagara Falls Terminal	0.46
Grantham Division: Merritton Transfer to Vine St., St. Catharines	2.16
St. Catharines Terminal Division: St. Paul and James Sts. to St. Catharines Terminal	0.89
Total mileage:	72.55

THE NIAGARA, ST. CATHARINES & TORONTO RAILWAY; SOME NOTES ON OPERATIONS

by John D. Knowles

The operations of the NS&T centre around the three cities of the Niagara Peninsula--St. Catharines, Welland, and Niagara Falls, Ont. The district has a prosperous tourist trade, from which the railway benefits considerably.

The road's interurban network consists of four routes. The Niagara Falls Subdivision or "main line" connects St. Catharines and Niagara Falls, Ont., 13.04 miles. Operating rights on the International Railway Company's line across the old Fallsview Bridge provided an extension to Niagara Falls, N.Y. A longer route than the main line is the Welland Subdivision, which comprises 18.6 miles of track from Port Colborne on Lake Erie, through Welland to a junction with the main line at Thorold. The Grantham Subdivision runs from Merritton to Port Dalhousie East via St. Catharines, while the Lake Shore Subdivision freight line extends from St. Catharines to Port Weller, and formerly ran to Niagara-on-the-Lake, 12.17 miles.

City services in both St. Catharines and Niagara Falls, Ont. are operated by the NS&T. The St. Catharines system includes the 4.89 mile Port Dalhousie Subdivision. This suburban route carries a heavy summer traffic in connection with the company's steamship line across Lake Ontario to Toronto. The city cars in Welland were operated by the Niagara, Welland & Lake Erie, a small separate line.

The interurban mileage is mostly on private right-of-way, remote from public highways. Overhead construction is largely of the bracket arm type, although the Grantham Subdivision has catenary wire, supported by four-cornered steel lattice work poles.

The base hourly services on the Niagara Falls and Welland Subdivisions require two cars each. The four-door interurbans are mostly allotted to the main line, being operated either by one- or two-man crews, depending on the traffic. The two door cars are usually used on the Welland line. The 320 series "Washington" cars run mostly on the Port Dalhousie Subdivision, but also occasionally serve as city or interurban cars.

Most of the cars are now lettered "Canadian National Railways" and carry the inscription "Owned and Operated by the NS&T Ry.". For a number of years all equipment of this road and the Toronto Suburban was lettered "Canadian National Electric Railways". The passenger cars have been painted red and grey since 1939. Prior to that time a number of other colour combinations were used.

Many of the cars were built or rebuilt in the St. Catharines Shops. Cars were also built there for the CNR's other electric subsidiaries, the Toronto Suburban Railway, the Oshawa Railway and the Montreal and Southern Counties.

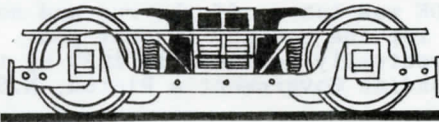
An unusual operating feature is the use of left-hand entrance and exit on the Welland line passenger cars. This arrangement permits the use of one-man crews on the two-door cars, originally designed for two-man, right-hand, rear-entrance and exit service.

In St. Catharines one can sometimes see the local street cars carrying green flags for following sections. This railroad practise is followed because of the large amount of single track in the city.

The road engages in extensive freight operations, using steeple-cab locomotives and standard

railroad cars. Track connections are provided with the CNR at Merritton, Thorold, Port Colborne, Stamford, and Niagara Falls.

Although the freight business is in good condition, a large proportion of the passenger traffic has been turned over to a bus line operated by the company. The war brought renewed activity to the trolley lines, but it was just the last gasp. The only thing now preventing motorization of almost all lines is the shortage of buses.



NIAGARA, ST. CATHARINES AND TORONTO RAILWAY ROSTER OF EQUIPMENT AS OF JANUARY 15, 1945

Compiled by Office of Chief Electrical Engineer, CNR, Montreal; Revisions by Office of Mechanical Superintendent, NS&T Ry., St. Catharines

A. <u>Passenger Equipment</u>			Length over		Weight		Couplers or		Motors		Control	
Car Nos.	Type	Bldr. & Date	Seating Capacity	(lbs.)	Anticlimbers	Trucks	& H.P.					
60,63	A	Niles, 1912	54	62,100	52'6"	Baldwin	GE 216 (50)	WH15B (HL)				
65	A	Ottawa 1914	44	60,200	52'6"	"	"	"	"	"	"	"
67	A	"	48	"	"	"	"	"	"	"	"	"
68	A	"	56	58,000	51'0"	"	"	"	"	"	WH K-35	
80	B	Kuhlman '15	64	69,740	57'6"	BLW 3411	GE 214 (75)	GE74F				
82	B	NS&T, 1925	72	80,000	61'9"	Baldwin	GE 214 (75)	"				
83	B	"	"	"	"	"	"	"				
100-102, 107	C	Brill	40	43,500	41'3"	Taylor SB	GE 216 (50)	WH K-28B				
106	C	Kuhlman, 1905	40	43,218	41'7"	"	GE 80 (40)	WH K-28B				
123,124	D	Brill	44	49,352	44'9"	"	GE 216 (50)	WH K-28B (?)				
130,131, 135	E	Preston, 1914	64	75,400	56'0"	Taylor	GE 214 (75)	GE 74C				
132,134	F	"	50	"	58'0"	"	"	"				
301-312	G	Cincinnati-NS&T, 1926	44	32,700	43'9"	Cincinnati	WH508A(25)	WH K-35AA				
320-322, 324,326	H	Brill, 1917	52	53,660	49'9"	Brill 28	GE 216 (50)	GE K-35				
323,325	H	"	"	56,020	"	"	"	WH15B (HL)				
327,328	J	Preston, 1914	48	"	45'4"	"	"	GE K-35				

B. <u>Locomotives</u>			Length over		Weight		Couplers		Motors		Control	
No.	Builder & Date	(lbs.)	Trucks	Truck Centres	& H.P.							
8	NS&T, 1924	88,000	ALCO	14'8"	WH119 (125)			GE G74E (M)				
14	GE, 1914	78,800	"	14'5"	"			"				
15	NS&T, 1925	100,760	"	"	DK 75 (190)			DKM7 camshaft control				
16	Nat'l. Steel Car, 1918	102,800	Nat'l.	17'10"	WH562-D5 (100)			WH 337D2 (HLF)				
17	"	103,800	"	"	"			"				
18	Baldwin-WH, 1918	113,640	BLW	16'0"	"			"				
19	NS&T, 1925	103,900	Alco	14'5"	DK75 (190)			DKM7 camshaft control				
20	GE, 1914	116,800	"	17'5½"	GE 212B (225)			GE C83 (M)				
21	Cdn. Loco. Co., 1927	120,000 approx.	"	19'0"	DK 75E (190)			WH 337D (HLF)				

C. Express Cars

40	Barney & Smith	71,600	58'5"	Baldwin	33'10"	GE 214 (75)	WH 15E2 (HLF)
41	Brill	75,000	58'5½"	"	35'4"	WH 305 (75)	GE 74C

D. Service Cars

Car No.	Type	Builder & Date	Weight (Lbs.)	Length over Couplers	Trucks	Motors	Control
1	Railbonder	NS&T, 1927	(Out of Service)				
22	DT sweeper	NS&T, 1920	56,220	44'7"	Taylor	GE 57(45)	GE K-35M
23	ST sweeper	McGuire-Cu. '13	"	27'10"	McG-C *	GE 80(40)	GE K-10
24	"	"	"	"	"	"	"
30	Line & Snow Plow	Russell, 1918	"	41'10"	Brill FA	GE 216(50)	GE K-34
31	"	"	"	42'6"	Baldwin	"	"
47	Plow	(On property 1945, but not listed in official roster)					

*Pedestal

Passenger Car Types (All Cars DT DE; 130-135 Railroad Roof, All Others Arch Roof):

- A--Interurban, wood (steel sheathed, steel underframe, rebuilt NS&T)
- B--Interurban, steel
- C--City, wood (steel sheathed, steel underframe)
- D--City, semi-steel, steel underframe
- E--Interurban, wood, arch windows

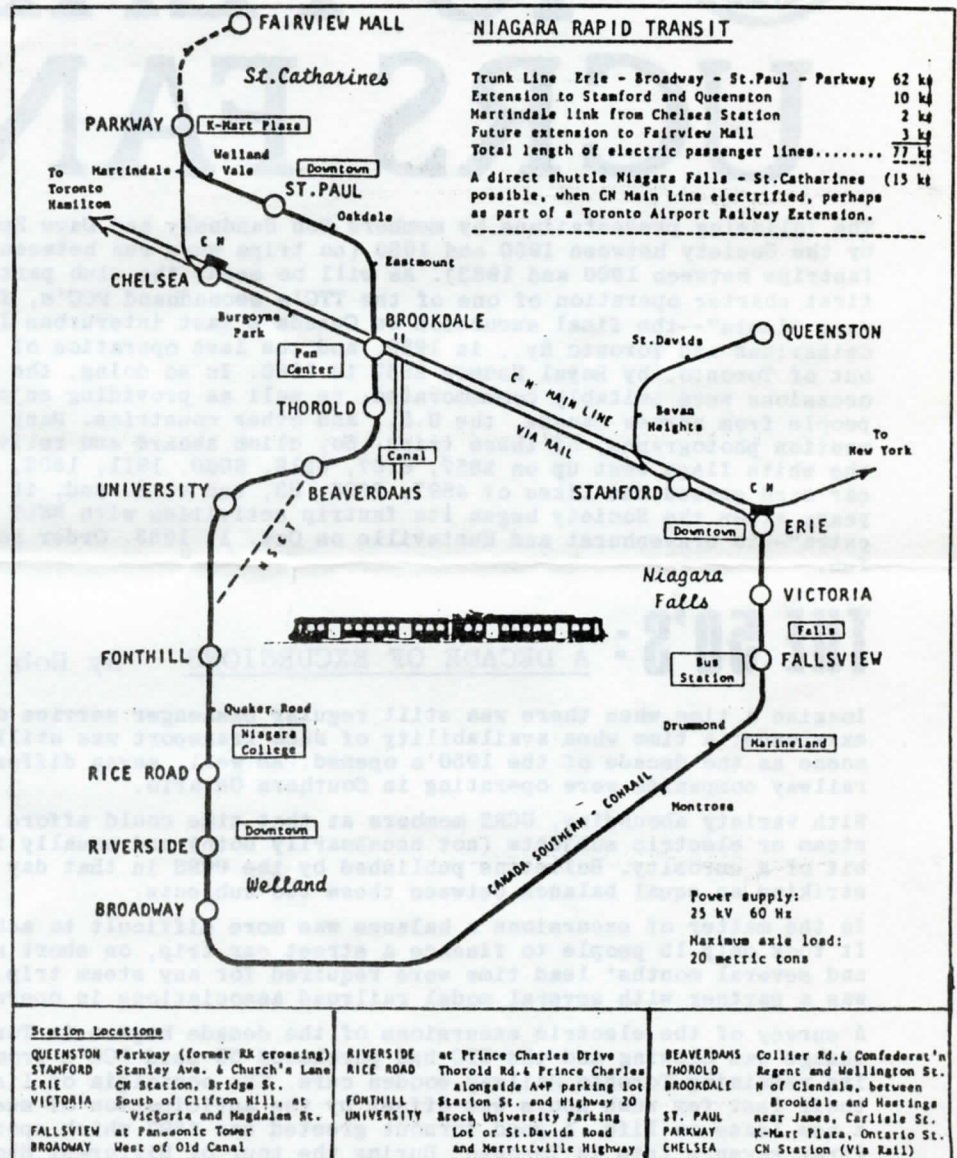
F--Interurban combine, wood, arch windows (132 steel sheathed, arch windows squared off)
 G--City, steel, "Cincinnati Lightweights"
 H--Suburban--City, steel
 J--Suburban--City, wood (steel underframe)

Former Owners

60-68 London & Lake Erie Ry.
 80 Cleveland & Eastern Ry. 56
 83 Toronto Suburban Ry. 107
 100-107 (second hand-previous owner (s) unknown)
 123,124 Columbia (S.C.) Gas & Electric Co.
 320-326 Washington-Virginia Ry.
 327,328 Oshawa Ry. 80, 81
 40 Cleveland & Eastern Ry. 55
 47 Oshawa Ry. 47

16,17 Hydro-Electric Power Commission of Ont.
 19 Montreal & Southern Counties Ry. 16
 20 South Brooklyn Ry.
 21 M&SC Ry. 327
 23 Toronto Suburban Ry.
 24 " " "
 31 Cleveland & Eastern Ry.
 41 Cleveland, Painesville & Ashtabula Ry. 60

Rapid Transit for Niagara ?



A plan for a rail rapid transit system in the territory formerly served by the Niagara, St. Catharines and Toronto Railway has been prepared and published by Albert J. Mettler of Fonthill, Ont., in the form of a 220-page report. The latter has been circulated to area mayors and educational institutions. The basic element of the system would be a 39-mile U-shaped line commencing at Erie St. in downtown Niagara Falls, Ont. and running on the Canada Southern (Conrail) right-of-way to Welland, thence northerly on the abandoned NS&T Welland Sub. right-of-way to Thorold (detouring by way of a new right-of-way between Fonthill and Beaverdams to serve Brock University). It would continue on the former NS&T High Line through Thorold and Merrittton to St. Catharines, dropping to a lower level alongside Centennial Park and Highway 406, and then by way of a subway structure under the St. Paul-Ontario Streets intersection, along 12-Mile Creek, to rise to a terminal behind the Parkway Inn. Later extensions to Fairview Mall (St. Catharines) and from Erie St. to Queenston would be envisioned. Finally, if the CNR main line is electrified, rapid transit trains could be operated along it directly between St. Catharines and Niagara Falls.

Service on what Mr. Mettler calls the Niagara Rapid Transit would operate on 30-minute headways at

rush hours and hourly at other times, using two or three-car trains. He points out that the proposed line would serve several educational institutions, all three hospitals in St. Catharines, Niagara Falls City Hall, several recreational facilities, the Niagara Falls tourist-hotel strip and various industries, as well as the downtown areas of St. Catharines and Niagara Falls. Mr. Mettler feels that the NRT system should be established and operated by the Province of Ontario (a new division of GO Transit?). He points out that electrification of railways makes particular economic sense in Ontario in view of the large surplus and ready availability of electric power, while most diesel fuel has to be transported from elsewhere.



40 YEARS OF UCRS FANTRIPS

The following presentations by members Bob Sandusky and Dave Spaulding outline excursions operated by the Society between 1950 and 1980 (no trips were run between 1943 and 1950, and no railway fantrips between 1980 and 1983). As will be seen, the club participated in many "firsts"--the first charter operation of one of the TTC's secondhand PCC's, for example, as well as, sadly, many "lasts"--the final excursion on Canada's last interurban line, the beloved Niagara, St. Catharines and Toronto Ry., in 1959, and the last operation of a CPR steam powered excursion train out of Toronto, by Royal Hudson 2857 in 1960. In so doing, the UCRS ensured that these historic occasions were suitably commemorated, as well as providing enjoyable outings for thousands of people from across Canada, the U.S., and other countries. Many of us have fond memories, not to mention photographs, of these trips. So, climb aboard and relive some of those magic moments when the white flags went up on 2857, 6167, 6218, 6060, 1911, 1802, et al, and the distinctive UCRS car card graced the likes of 4597, 2666, 83, and 4018. And, it is entirely appropriate that, 40 years after the Society began its fantrip activities with NS&T 83, we will again be "running extra"--to Gravenhurst and Huntsville on Oct. 1, 1983. Order your tickets today, and enjoy the fun.

THE 50'S: A DECADE OF EXCURSIONS by Bob Sandusky

Imagine a time when there was still regular passenger service on most local rail lines still in existence: a time when availability of such transport was still taken for granted. That was the scene as the decade of the 1950's opened. As well, seven different electric interurban or street railway companies were operating in Southern Ontario.

With variety abounding, UCRS members at that time could afford to concentrate their interest upon steam or electric subjects (not necessarily both) and usually ignore the diesel which was still a bit of a curiosity. Bulletins published by the UCRS in that day succeeded reasonably well in striking an equal balance between these two subjects.

In the matter of excursions a balance was more difficult to achieve due to the small membership. It took only 15 people to finance a street car trip, on short notice, but 150 guaranteed fares and several months' lead time were required for any steam trip. To fill the latter need, the UCRS was a partner with several model railroad associations in operating an annual steam excursion.

A survey of the electric excursions of the decade begins in Toronto in October 1950. The wind of change was blowing and the TTC had purchased 52 used PCC's from Cincinnati to allow retirement of its remaining Toronto Railway wooden cars. The nostalgia of listening to the old TR's grind out their last few rush hours was offset by the anticipation of seeing new and unfamiliar PCC's gain a new lease on life. A good turnout greeted car 4597 which sported chrome anticlimbers for its first revenue trip in Toronto. During the tour of Hillcrest Shops, where other cars were seen in various stages of conversion, the seldom seen relic 327 was out for a surprise trip around the test track. A famous post card showing it beside 4597 upon that October day still circulates among collectors.

The next venture was not until 1952 when the UCRS organized a four-car TTC tour for 150 NMRA conventioners and followed it the next day with the Society's own trip in Brill Peter Witt 2666. Almost on the heels of that was an L&PS charter on car 14, which will be remembered for its unofficial use of a North Yonge Railways chime whistle.

A great burst of charters seemed to follow this as the TTC continued to purchase used PCC's. As each new type prepared to enter service a trip was organized to claim the first revenue run on the first car of each type. Thus were cars 4693, 4657 and 4703 well recorded in their new surroundings.

In March 1954 Canada's first subway opened. The UCRS was the officially invited party on the last Witt and trailer to roll down Yonge St. Many members skipped a bit of work (or school) for that one. To wrap it all up the following weekend, the Society ran a charter using "The Last Trailer

Train in North America" and Brill 2668. Later that year ex-Cincinnati PCC 4575 was chartered. Note that domestic PCC's were never chosen. They were 'always there'. Car 4575 (built as a demonstrator) had a unique rear end which made it worthy of selection. An unexpected highlight of this trip was the visit to Danforth Carhouse where it was shown that the different classes of MU PCC's on the roster functioned quite well as a three-car train. (This unofficial phenomenon was not knowingly repeated until three such cars wound up at the OERHA's Rockwood line). Two further Large Witt trips occurred around this time.

Farewell charters were still being balanced off by those of a brighter tone. One such was the inaugural run of car 620 on the Niagara, St. Catharines and Toronto. After so many rumours of NS&T closure, the arrival of three slightly used interurbans from the defunct M&SC produced quite a stir.

For a change London and Port Stanley car 6 was chartered on Sept. 30, 1956 to celebrate the railway's centenary. The fare was \$2 and drew attendees from Hamilton, Detroit, Cincinnati and Pittsburgh.

The next three excursions featured derailments, each of which was handled in a different manner. In September 1957 NS&T car 83 was repainted. This hopeful sign was cause for another charter. Early in the trip the gauge of the Interlake Tissue Mills spur proved too wide for 83, which, on the last curve on paved trackage, decided to carve its own line down the asphalt. A local section house was unlocked and among its treasures was a useful pile of splice bars. A human transport system soon arranged them into a guideway over which 83 was successfully backed onto solid rails (thanks to the rear truck which was still on the track). The following month the UCRS participated in a Montreal weekend as guests of the CRHA. A trip up the spectacular MTC Mountain line in observation car 1 was greeted at the tunnel by derailed regular car 1347. There was quite a delay until an MTC emergency truck came clumping up the ballast with a supply of jacks and tools which were then applied to an 'official' rerailing. Imagine everyone's later surprise to learn that the route was abandoned the very next day with that same car, 1347, as the last car! A TTC trip later that month derailed while turning from Dundas onto Bloor, but was simply backed up to rerail.

A surprise came in January 1958 when the TTC bought their Kansas City cars. A total of 31 members and visitors paid \$2 each to ride car 4778's first revenue trip. Meanwhile the NS&T was now down to five trips a day, so 'just in case' a charter was run with car 622.

The 1950's decade closed out with the end of electric rail operation in Ottawa, Quebec and Montreal and for the UCRS it was the last run of the NS&T. After a decade of rumours, the end came in March 1959 and over 90 people turned out to ride cars 83 and 623 on the day following the last regular trip.

On the steam scene, the co-operative arrangement previously mentioned produced one annual trip, usually in June or July, and usually visiting out of the way places. The trip of June 17, 1950 saw 212 passengers ride to Coboconk, Lindsay and Port Hope behind CNR Pacific 5592. This was the biggest passenger train to visit Coboconk in most memories and was locally remembered for many years. Such a trip was like a voyage of discovery as it passed through more remote communities. Memories of this trip may include the long and relatively unknown wooden trestle over Balsam Lake. For others it may be the line of derelict 700 and 800 series 2-6-0's at Lindsay, which were given a close 'inspection' by many passengers. One latter leg of this trip was over the Peterborough to Port Hope line, which was closed just 11 months afterwards.

The 1951 trip went in exactly the opposite direction, with Port Dover being the final destination. In spite of hot weather which necessitated a four-hour delay for icing at Port Dover, it was a day to be enjoyed as 2-6-0's 902 and 914 handled the train from Hamilton and return via Tillsonburg and Brantford. Other rail activity which added interest included the all-steam Hamilton roundhouse, two local mixed trains and the Lake Erie and Northern. Other memories of this trip include the unreal feeling of gliding slowly through a moonlit evening ground mist which hugged the empty meadows near Burford as the deep, moist whistle of a 2-6-0 drifted back. In contrast was the mainline dash from Brantford to Hamilton as two Moguls tried to regain time and shot down the hill through Copetown and Dundas at 70 MPH. Not bad for 41-year old, 63 inch drivers!

Later trips up to 1955 included the CNR to Collingwood, and to Goderich (via London), then CPR to Goderich via Hamilton (in the rain) and CN to Belleville via Lindsay. Fares by this time were at the \$7.95 level (including an evening meal in the diner). Because many felt that this was inflationary and that the trips were containing less of interest to the railfan, the UCRS bowed out of the joint excursions in 1955. A number of members had begun to favour informal trips where a group would ride a regular train. After all, you could go almost anywhere by train. Such trips were run from late 1953 onward, starting with a sampling of the CPR's new RDC services to London and Peterborough.

Diverse rail routings were often possible. In October 1955 members toured CN lines via Georgetown, Beeton, Collingwood and Allandale and shortly after rode the CPR to Orangeville and Saugeen in order to sample the mixed services of the Bruce Peninsula. Members rode to Durham behind 1057, which is still a well known local engine.

Once bitten by mixed train fever, the UCRS organized several visits to branch lines, often prompted by train-off rumours. Such a trip was the April 1957 last CPR passenger run to St. Mary's. The delegation was so small that all got turns in the cab. No doubt memories still linger of the violent thundershower which pelted the cab roof of the D-10. In vain did passengers peer through the rain for a last glimpse of the 'beach' at Lake Simcoe. Next was a trip out of Woodstock to Port Burwell. This featured lots of steam operation and operational features such as the car ferry ASHTABULA and the two different ways of arriving at Tillsonburg station.

In October 1958 a farewell trip was held on the last CNR passenger run from Blackwater Junction to Midland. About 16 members attended. Some decided to return to Toronto via Georgetown on the

Meaford to Hamilton train which was usually hauled by doodlebug D-1. This evening D-1 was laid up and its replacement car 15832 had also succumbed to a bug so the latter was hauled by diesel 1244. This provided an opportunity to ride the motor section without going deaf. It was obvious by this time that such circuitous rail tours would soon be impossible to make as public services were gradually trimmed.

Worthy of mention are the joint outings with the CRHA of Montreal. These began with the October 1956 commemoration of 100 years of rail service between Toronto and Montreal. Delegations took regular trains (still steam-powered) from each city to Kingston, where they met for a tour of the Canadian Locomotive Company works (where the CPR's first H24-66 Trainmasters were being assembled), followed by dinner and speeches at a local hotel. A year later the UCRS travelled to Montreal for a weekend of trolleys and CPR steam to Labelle.

Finally, in May 1959, the two societies organized the double-headed 'farewell to steam' excursion out of Belleville. For that trip CNR 2-6-0 No. 90 and 2-8-0 No. 2649 were given white tires and a good cleanup. The trip ran to Bancroft and York River and return via Trenton Jct. It provided a lot of useful film footage for the National Film Board, for a film that has been seen around the world. For this trip club members provided the day's food requirements from lunch car 15636.

A quick review of this decade shows a total of 36 excursions, official, unofficial, joint or otherwise, divided evenly between 'steam' and electric. Their frequency varied from a low of one in 1951 to a high of six in 1957. The runpast was always a feature of the more informal electric excursions but was never really accepted of local steam outings until the famous 1959 Bancroft trip. This set a new standard to be followed in the post-dieselization era of the 1960's.

UCRS STEAM TRIPS

1960-1980

Compiled by Dave Spaulding

- 1960 June 5th CPR Royal Hudson 2857 Toronto-Port McNicoll Co-sponsored with Toronto Train Trip Association
July 10th CNR Northern 6167 Toronto-Niagara Falls, via Hamilton-Caledonia-Welland Jct.-Port Robinson-Stamford. Advertised as "Last Steam-Powered Train Ever To Depart From Toronto Union Station"
- 1961 All trips with CNR 6167
June 4th Toronto-Guelph-Paris, via Georgetown-Guelph-Galt-Harrisburg-Lynden-Brantford-Paris-Caledonia-Hamilton.
July 8th Toronto-Oshawa and Oshawa Ry. trip.
July 9th Toronto-Belleville-Lindsay
Oct. 1st Toronto-Gravenhurst, via Beaverton-Washago-Gravenhurst-Barrie.
- 1962 Jan. 28th (First winter steam excursion operated by UCRS) Toronto-Lindsay, via Blackwater Jct.-Lorneville-Lindsay-Mariposa-Blackwater Jct.
Mar. 4th Toronto-Niagara Falls Joint CNR/UCRS trip.
June 10th Toronto-South Parry, via Barrie-South Parry-Beaverton
July 15th Toronto-Niagara Falls Joint CNR/UCRS trip.
Aug. 12th Toronto-Orillia (Mariposa Festival) Joint CNR/UCRS Trip.
Aug. 26th Toronto-Picton Diesel on tail end Picton-Trenton Jct. to facilitate turning.
Sept. 30th Toronto-St. Thomas, via Hamilton-Jarvis-St. Thomas.
- 1963 All trips with CNR 6167
Jan. 27th Toronto-Orillia, via Beaverton-Washago-Orillia-Barrie
Feb. 17th Toronto-Niagara Falls Joint CNR/UCRS trip.
May 11th Toronto-Oshawa-Coburg; Oshawa Ry., last train on King St.
June 9th Toronto-Palmerston-Stratford, via Hamilton-Dundas-Lynden-Guelph Jct.-Palmerston-Stratford-Guelph-Georgetown.
July 6th Toronto-Aurora, with two side trips Aurora-Bradford. Commemorated Aurora Centennial.
Sept. 13-15th Toronto-Ottawa-North Bay. ONR Diesel Portion, North Bay-Temagami.
Sept. 28th Toronto-Lindsay; diesel trip Lindsay-Haliburton with CNR GMD-1's.
Sept. 29th Toronto-Midland, via Beaverton-Washago-Orillia-Tiffin Yard. Wyed at Tay. Advertised as Mystery Trip.
- 1964 All trips with CNR 6167
Feb. 15th Toronto-Guelph, via Georgetown-Guelph-Galt-Harrisburg-Hamilton
Feb. 16th Toronto-Barrie (Winter Carnival) Joint CNR/UCRS trip.
Mar. 7th Toronto-Blackwater Jct. Children's Special
Mar. 8th Toronto-Niagara Falls Joint CNR/UCRS trip.
June 20th Toronto-Lindsay-Belleville; first fantrip with UCRS car "Nova Scotia" (was used on Mar. 7th trip).
Sept. 26 Toronto-Scotia Jct., with 6167, 6218. Via Beaverton-Scotia Jct.-Barrie. First UCRS trip with CNR 4-8-4 6218.
Sept. 27th Toronto-Paris, via Hamilton-Brantford-Paris-Caledonia-Hamilton, with 6167 and 6218. Last run of 6167. Special banquet at Hamilton.
- 1965 All trips with CNR 6218, except as noted, 1965-1971.
Jan. 30th Toronto Bypass; Doncaster-Burlington
June 5th Toronto-Kingston
Sept. 25th Toronto-Stratford-London, via Dundas-Paris-Stratford-London-Guelph; with Skyview sleeper/lounge car
Sept. 26th Toronto-Lindsay; diesel portion (GMD-1's) Lindsay-Haliburton with Skyview car.
- 1966 Jan. 23rd Toronto-Paris, via Hamilton-Caledonia-Paris Jct.-Brantford
Sept. 24th Toronto-Lindsay; diesel portion Lindsay-Haliburton with GMD-1's

- 1967 Sept. 25th Toronto-Niagara Falls, via Hamilton-Merritton-Welland Jct.
Feb. 19th Barrie-Toronto (via Beeton Sub.); diesel portion, Toronto-Barrie
May 13th Toronto-Gravenhurst; Newmarket Subdivision both ways
Sept. 30th Toronto-Lindsay, diesel portion Lindsay-Haliburton
- 1968 Oct. 1st Toronto-Fort Erie, via Hamilton-Caledonia-Fort Erie-Welland Jct.-Merritton
Jan. 28th Toronto-Washago, via Beaverton-Washago-Barrie
June 1st Toronto-Stratford-Palmerston, via Guelph Jct.-Stratford-Palmerston-Guelph Jct.
Special runpast beside 6167 on display at Guelph.
July 6th Toronto-Montreal; joint UCRS/Illini Railroad Club trip
July 13th Montreal-Toronto " " " " " "
Aug. 3rd T&NO 2-8-0 137 North Bay-Englehart; diesel on southbound portion
Sept. 28th Toronto-Niagara Falls
Oct. 27th Toronto-Bellelville-Lindsay
- 1969 Jan. 26th Toronto-Guelph, via Hamilton-Lynden-Guelph Jct.
May 17th T&NO 137 North Bay-Englehart; diesel portion northward
July 5th Toronto-South Parry, via Bala Sub. First trip with Car 13.
Oct. 25th Toronto-St. Thomas, via Hamilton-Caledonia-Jarvis-St. Thomas-Caledonia-Hamilton.
- Note: In 1969 two additional trips were scheduled and advertising issued but trips were cancelled:
Aug. 30th-Sept. 1st Toronto-North Bay with 6218, on Sat.; North Bay-Englehart-diesel,
Englehart-North Bay with T7NO 137 on Sun.; North Bay-Toronto with 6218 on Mon.
Sept. 27th Fort Erie-Hamilton with Reading 2102
- 1970 Jan. 25th Toronto-Stratford, via Guelph Sub.
Apr. 25th Toronto-Lindsay
July 4th Toronto-Gravenhurst, via Bala Sub.
Sept. 20th Toronto-Guelph, via Acton-Guelph-Lynden-Brantford-Caledonia-Hamilton
Oct. 17th Toronto-Lindsay, diesel portion Lindsay-Haliburton
- 1971 Jan. 24th Toronto-Orillia, via Newmarket Sub.
Mar. 20th Toronto-London, via Guelph-Stratford-London-Dundas
Mar. 21st Toronto-Paris Jct., via Guelph-Lynden-Paris Jct.-Brantford-Caledonia-Hamilton
(Banquet). Last UCRS steam trip with 6218.
- From Sept. 15th, 1973 to Sept. 1977 all CNR 6060 trips operated by CN with involvement of three
Toronto clubs-UCRS, ORA, CRHA
- 1977 Oct. 1st CNR 6060 Toronto-Gravenhurst, via Newmarket Sub.; side trip Gravenhurst-Washago
- 1978 From May 21st to Sept. 23rd all 6060 trips operated by VIA Rail with involvement of three
Toronto clubs
Sept. 23rd Toronto-Stratford-Clinton, via Guelph Sub.; side trip Stratford-Clinton
- 1979 June 2nd Toronto-Collingwood, via Newmarket and Meaford Subs. Diesel section Barrie-
Collingwood. Two sections combined for two sidetrips Dollingwood to Stayner. Steam section
to Orillia for wyeing.
Sept. 29th Toronto-Gravenhurst, via Newmarket Sub.; sidetrip Gravenhurst-Washago
- 1980 July 19th Toronto-Niagara Falls; last steam trip operated by UCRS

UCRS DIESEL TRIPS, 1963-1978

compiled by Dave Spaulding

- 1963 June 8th CPR RDC 9052 Toronto-Waterford; via Hamilton (TH&B)-Brantford-Waterford-
(interchange TH&B-NYC-LE&N)-Galt (CPR)-West Toronto
- 1965 Oct. 23rd CPR E8 1802 Toronto-Hamilton-Orangeville; via Hamilton (TH&B)-Guelph Jct.-
Streetsville-Orangeville
Oct. 24th CNR 6703 (F-M C-Liner), 6773 Toronto-Barrie, via Georgetown-Barrie (Beeton Sub.)
return via Newmarket Sub.
- 1967 Jan. 14th NYC GP7 7504, TH&B GP9 402 Hamilton-Waterford-Welland; TH&B, Hamilton-Waterford,
NYC Waterford-Welland, TH&B Welland-Hamilton
- 1970 May 30th CN RDC's 6352, 6110; Toronto Bypass, Burlington to Pickering
- 1972 Oct. 14th CNR "The Blue Mountain Special", units 6774, 6623, 6540; Toronto-Meaford;
(Stonehouse Gardens, Mile 50.2 Meaford Sub.-did not go down grade into Meaford)
- 1973 Sept. 22nd via CPR/CNR, Toronto-Owen Sound. "The Owen Sound Limited", hauled by GTW
4922, CN 4107 Geeps; 100th Anniversary of Toronto, Grey and Bruce Ry.; former Prime
Minister John Diefenbaker was aboard. CPR Toronto-Owen Sound, CNR Owen Sound-Toronto.
- 1974 MAR. 9th CN RDC's 6106, 6111, Toronto Bypass and Beach Sub., between Pickering and
Burlington (Special stop at CNR Milton Station).
June 15th CNR/GO Toronto/Meaford: GO 9861, CN 3112, 3113, 3114, GO 9859. Special in
connection with Ontario Government, for christening of Manitoulin Island ferry
CHI-CHEEMAUN, with Premier Davis attending. Did not go beyond Craigleith, account
sticking brake on GO APCU caused flat wheels.
Sept. 28th CNR Toronto-Haliburton, with units 6539, 6530 leading the 'Haliburton
Highlander', via Uxbridge and Haliburton Subs.
- 1975 Feb. 8th CN RDC's 6114, 6004, 6003, 6116, Toronto-Washago-Barrie; Barrie Winter
Carnival at Formosa Spring Park (Siding off Beeton Sub.)
June 7th CPR/CNR Toronto-Midland; CPR Toronto-Coldwater, CNR to Midland, and return via
Newmarket Sub. CN 6784, 6379 pulling the 'Huron Limited'; special photo stops and ruh-
past at Hog Bay Trestle and Orillia Station Restaurant. Two shuttle trips run Midland-
Martyrs Shrine.
- Sept. 13th CNR RDC's 6116, 6003, 6120; Toronto-London-Goderich; tour of GMD plant in
London; Goderich-Stratford-Paris Jct.-Burlington.
- 1976 CNR RDC's 6114, 6006, 6001, 6117, 'The Owen Sound Limited II', Toronto-Owen Sound, .via
Guelph Jct.-Palmerston-Owen Sound, return via CNR Owen Sound Sub. Special movement

through CN/CP interchange at Owen Sound to CPR Owen Sound station. Unveiling of plaque commemorating Toronto Grey and Bruce Ry.

May 15th CN RDC's 6110, 6115, 6101, Toronto-Welland-Niagara Falls. Trip was over 11 subdivisions: Toronto-Halwest-Burlington-Hamilton, via Weston, Halton, Oakville Subs. Hamilton-Caledonia: Hagersville Sub.; Caledonia-Nickel: Dunnville Sub.; Nickel-Yager: Humberstone Sub.; Yager-Robbins: Stamford Sub.; Robbins-Feeder: Cayuga Sub.; Feeder-Thorold: Canal Sub.; Thorold-Port Robinson: Thorold Sub.; Niagara Falls-Hamilton: Grimsby Sub. Train called 'The Niagara Blossom Special'

Aug. 7th CN 3113, 3119 leading the 'United Empire Loyalist Limited', Toronto-Belleville-Picton, via Belleville-Anson Jct.-Picton-Belleville. Special ran Toronto-Belleville as part of Train 44; returned on No. 46.

1977 Aug. 6th CN 4510, 4524 leading the 'Silver Jubilee Special', Toronto-Peterborough-Lakefield. Special celebrations at Peterborough. Three sidetrips, Peterborough-Lakefield. Push-pull operations on sidetrips.

Nov. 11th-13th. ONR 'TEE' Train, Toronto-North Bay-Kirkland Lake. Fri. Nov. 11th, Toronto-North Bay; Sat., Nov. 12th, North Bay-Earlton-Elk Lake-Englehart-Adams Sub. to Dane Mine-Kirkland Lake, return to North Bay. Sun., Nov. 13th, Tour of ONR North Bay shops, return to Toronto. Special was MU'd with No. 123 n.b., 122 s.b.

1978 May 27th ONR 'TEE' train, Belleville-Toronto, via Campbellford and Uxbridge Subs. 'TEE' train returning after being on display at Belleville.

Aug. 4th-7th ONR 'TEE' train, Toronto-North Bay-Moosonee. Fri., Aug. 4th, Toronto-North Bay; Sat., Aug. 5th, North Bay-Timmins; Sun., Aug. 6th, Timmins-Moosonee and return; Mon., Aug. 7th, Timmins-Toronto.

Nov. 10th-13th ONR 'TEE' train, Toronto-Sault Ste. Marie-Hearst. Fri., Nov. 10th, Toronto-North Bay; Sat. Nov. 11th, North Bay-Sault Ste. Marie (CPR); Sun., Nov. 12th, train derailed on ACR north of SOO account broken rail. Note: This trip rescheduled from Oct. 6th-9th.

Note: In 1978 one additional trip was scheduled and advertising issued, but trip was cancelled. It was to be on June 18th, CN RDC's Toronto-Barrie via Newmarket Sub. then Beeton Sub. Tottenham-Alliston.

UCRS ELECTRIC TRIPS compiled by Dave Spaulding

1961 Sept. 30th CPR, GRR/LE&N, Toronto-Simcoe. Last day of electric operation.

1962 July 14th Oshawa Ry. Trip completed by diesel as overhead brought down by high load car at CNR Oshawa station.

1963 June 29th Oshawa Ry. Last UCRS trip on Oshawa Ry.

A REVIEW OF SOME OF THE SOCIETY'S TTC FANTRIPS, 1960-1981

1960 May 8th: 4649, 4675, operated MU on Queensway. June 4: 2420, 2424. July 9th: 2756, 2870. Aug. 19th: 2420, on three-hour evening trip operated free for members and guests, with photo stops for night photography; first trip of this type operated by UCRS.

1961 Jan. 22nd: over temporary track diversion on Bloor at Avenue Rd. account subway construction. Apr. 30th: PCC 4018, equipped with experimental solid steel wheels; into (and out of) George St. scrap yard, as well as along non-revenue track on Scott, Front, and Sherbourne Streets, since removed.

June 3rd: 2424, 2894, 4708. July 21st: 2424 (regular UCRS third Friday meeting); evening trip, reported as "Last trip with 2424", first car into new Ferry Loop; pole broken backing out.

Sept. 9th: 2700, 4575, W27. TTC Centenary (100 Years of Street Railway Operation in Toronto; 40th Anniversary of TTC. Special display of TTC relics and operation at Hillcrest.

Sept. 10th: 2300, 4779 (first hour only).

1962 Jan. 27th: 2838, 2800, 2710. Mar. 25th: 2776. Special operation of work equipment at Danforth Carhouse. Aug. 17th: 2300 (Regular UCRS third Friday meeting).

Sept. 29th: 2300, 2742. Special operation of work equipment at Lansdowne Carhouse.

Dec. 9th: 2850. First Witt into new Lipton Loop.

1963 Jan. 26th: 2300, 2834, 2894. Feb. 23rd: 2894. Not a charter. Used as a regular car for last Saturday of Dupont route. Apr. 21st: 2858. Oct. 27th: 2868 (covered temporary trestle on Queen route during rebuilding of Don River bridge).

1964 May 31st: 2778. Covered Bathurst St. bridge diversion. Oct. 25th: 2766.

1965 Jan. 31st: 2766, 2884, 4754. Apr. 25: 4001. July 16th: 2766, 4525, last run, Witt cars. Nov. 6th: 4020.

1966 Oct. 15th: 4683. Tour of Hillcrest Shops. 4000 (first TTC PCC) posed. Banquet in evening.

1967 July 7th: 4490. Aug. 13th: 4599. Tour of Hillcrest, operation of 2766.

Oct. 22nd: 4400, 4899. MU operation, Queen St., Kingston Road.

1968 May 10-11th: 4199, 4226. Night trip--last run over Bloor/Danforth shuttles, and Dundas between Bloor and Runnymede Loop. Sept. 29th: 4199.

1969 Feb. 8th: Tour and special operation of work equipment, including new garbage car "Tokyo Rose" at Greenwood Shops. Apr. 20th: 9020, first rebuilt trolley coach.

1971 July 23rd: 4586. Sept. 26th: 4199, and operation of 2766 around St. Clair Carhouse.

- 1972 July 28th: 4199, evening trip. Last fantrip with air-electric PCC. Oct. 15th: 4380, 4751, 4660.
- 1973 Sept. 7th: 2766, 2894. Evening trip, first Witt excursion since 1965. Sept. 23rd: 2766, 2894. Oct. 28: 2766, 2894.
- 1974-1975 Various trips operated with Witts and PCC's.
- 1976 Jan. 25th: 4759. Last trip with ex-Kansas City PCC before series retired.
- 1980 June 22: 4701. Last fantrip with ex-Birmingham PCC's before series retired.
- 1981 Oct. 25th: 4673, 4693. Last charter with ex-Cleveland PCC's before withdrawal.

To Springfield, Churchill and New York

A Trip to Springfield, Illinois

by John B. Moseley

A recent visit to Springfield, Illinois gave me an opportunity to travel on the new train service from Toronto to Chicago. A cool, blustery April morning found me at the station about half an hour before the departure at 0810. It was mid-week and there were few people on the Departure Level of the VIA Rail Service. The whole area was bright and clean, and the coffee from the snack bar was excellent.

The train began to board at 0800 which gave me an opportunity to see the consist. This included locomotive 6901 and coaches 376, 369, 344 and 366. The relatively small but powerful LRC diesel locomotive looked rather incongruous as compared with the larger dimensions of the passenger stock. As we pulled out of Toronto Union Station right on time, the efficient and friendly conductor quickly checked the tickets of all the passengers in the coach, which was about half full. It appeared that most of the passengers were going to Chicago.

Below is the timetable of the train: the departure times are those given in the timetable, with minutes late given in parentheses. Toronto 0810 (on time); Oakville 0838 (O.T.); Burlington West 0849 (five minutes late); Dundas 0903 (six min.); Brantford 0926 (15 min.); Woodstock 0956 (17 min.); Ingersoll 10:08 (16 min.); London 1040 (five min.); Strathroy 1103 (three min.); Sarnia 1150 (two min.); Port Huron 1245 (O.T.); Lapeer 1330 (O.T.); Flint 1352 (O.T.); Durand 1412 (five min.); East Lansing 1440 (13 min.); Battle Creek 1555 (O.T.); Kalamazoo 1625 (O.T.); Niles 1712 (five min.); Hammond/Whiting 1722 (nine min.); Chicago Union Station 1802 (one min.).

It will be noted that the timekeeping in the main was very good. Leaving Toronto on time, the train arrived in Chicago just one minute late after covering a distance of 495 miles in almost 11 hours. Clearly the train is not intended for passengers who wish to journey to points north and west of Chicago. The daily train to Seattle (via Salt Lake City), San Francisco, and Los Angeles (via Salt Lake City) leaves at 1450. The train to Seattle (via Minneapolis) leaves at 1430. The thrice-weekly service to Los Angeles (via San Antonio) leaves at 1720. The daily train to Los Angeles (via Albuquerque) departs at 1745. Only the train to New Orleans gives a same day departing connection. The train, No. 59--THE CITY OF NEW ORLEANS, departs at 1835, which gives a layover in Chicago of only 33 minutes.

On staying overnight in Chicago I decided to sample the Greyhound bus service to Springfield, so that I could compare it with the return Amtrak rail service. The journey of 185 miles took four hours 45 minutes with a single fare of \$18.45. Its Amtrak equivalent was \$24.50. Again, the bus was about half full. The riding qualities of the bus appeared to be smoother than those of VIA Rail, and the noise level seemed to be considerably lower. It would be interesting to see a comparative study made of vibration and noise levels of VIA and Amtrak passenger stock as compared with Greyhound buses. There was no rest stop on this service, but an excellent Burger King franchise inside the Greyhound Bus Depot in Chicago offered good coffee and excellent hamburgers!

On returning from Springfield I boarded the 0640 train to Chicago. This train originates in St. Louis at 0445 as Train No. 300 THE STATE HOUSE. The train was made up of new passenger coaches which rode very smoothly, and was appreciably quieter than the VIA passenger coaches. Incidentally, it is now possible to travel from St. Louis to Toronto in one day, although it would mean getting up in the middle of the night in order to catch the train in St. Louis. As it was a Sunday morning, it was doubtful if the train was more than 5% full. The train is scheduled to take three hours 30 minutes from Springfield to Chicago, as compared with the four hours 45 minutes of the Greyhound bus service. The passenger coach was very comfortable. Its only deficiency was the rather small windows, which gave the aisle passenger a rather restricted view.

Here is the timetable performance comparison of the train from Springfield to Chicago. Springfield 0640 (10 min.); Lincoln 0710 (seven min.); Bloomington 0743 (two min.); Pontiac 0814 (two min.); Joliet 0903 (eight min.); Chicago 1010 (22 min.).

I had planned to make the connection at Chicago's Union Station with the train to Toronto. This is the daily train No. 364, INTERNATIONAL LIMITED, which leaves Chicago at 1025 and arrives in Toronto at 2150. It is interesting to note that in the Amtrak timetable the train is entitled INTERNATIONAL LIMITED, whereas in the VIA timetable it is entitled simply INTERNATIONAL.

A 20 minute signal stop to the south of Union Station served to quash the idea of the connection, although I did tell the conductor that I hoped to catch the train to Toronto. Just after leaving the signal stop I noticed an empty sleeping car train leaving Union Station. Clearly the train had been late in arriving in Chicago. This was likely because of the unseasonable wintry weather which had plagued the High Plains just two or three days previously.

Arriving in Chicago at 1032, I had given up the idea of travelling to Toronto that day, and had planned on staying in Chicago overnight. However, on alighting from the train I was met by an Amtrak official who told me that the Toronto train was waiting for me two tracks over. Feeling like a member of visiting royalty, I was escorted over to the Toronto-bound INTERNATIONAL and no sooner was I on board than we were off. Looking at my watch I noticed that I had been in Chicago only two minutes. There can be but few rail enthusiasts who can say that they have been in and out of Chicago Union Station on two different trains from two different tracks in just two minutes. Unfortunately, that put aside my looking over the consist of the train.

The return service was uneventful. Because it was Sunday, the train was full from London to Toronto, and in consequence the train was nearly half an hour late on arrival at its destination. Limited exits on the train appears to be a significant cause of lengthy delays on crowded trains. Another reason for the late arrival of the train was its late departure from Chicago of nine minutes. Bad weather in Montana can be an indirect cause of late arrivals in Toronto two days later.

One of the interesting features of the journey from Toronto to Chicago is the trip through the tunnel at Sarnia. The timing through the mile-long tunnel is about six minutes, giving an approximate speed of about 12 miles per hour. The portals at each end of the tunnel are quite impressive. It would be interesting to know if there is a permanent speed restriction through the tunnel.

Although the timings of the trains were quite good, the service between Toronto and Chicago is still relatively slow. Overall average speeds are little more than 45 m.p.h. The train is called INTERNATIONAL LIMITED in the Amtrak timetable, but it stops at every passenger station. The refurbished VIA Rail passenger coaches tend to be both noisy and rough riding. This is in marked contrast to the smooth riding and relatively quiet Amtrak coaches. The automatic sliding doors on VIA Rail equipment occasionally do not function, and the consequent noise level can be quite high, making normal conversation difficult. The folding tables on the back of the seats, which are a standard feature on the new Amtrak passenger stock and on airliners are absent on the refurbished VIA Rail cars.

It is interesting to speculate as to what the absolute maximum safe speed is on much of the line from Toronto to Chicago. A sturdy track, even gradients, efficient signalling, powerful diesels, and featherweight trains could mean that speeds of 100 m.p.h. could be attained. However, such speeds without continuous welded rail and a track designed for high speed passenger trains would likely result in a hair-raising ride for the passengers.

Graffiti is a problem. The insidious social cancer which began on the New York subway in the 1960's has spread to many rail overpasses, and a minority of the freight cars in both Canada and the U.S.A. Fortunately, it has yet to appear on the passenger consists. If a real effort is not made to erase graffiti on railroad property, it is only likely to get worse.

The sandwich, snack and beverage service on all trains was adequate. Both coffee and sandwiches were fresh. The method of accounting on VIA Rail can only be described as curious. No receipt was given for any purchase and no cash register was in evidence. The price of all items was the same on either side of the border. However, only American currency is accepted on the American side of the border. Because of the significant difference in the rate of exchange, it clearly pays to buy on the Canadian side of the border. VIA Rail might consider farming out its fast food service to such franchises as Burger King or McDonald's. It is possible that these could offer a cheaper and better service.

VIA Rail appears to be essentially an all-male preserve, in marked contrast to the airlines. Yet there is no reason why women shouldn't be able to perform virtually any job on the train. The uniform of the conductor has scarcely changed in this century. A distinctive lighter coloured uniform with a better designed cap would be in keeping with the idea of a new and modern railway. The uniform of the catering staff can only be described as drab.

South and east of Chicago the INTERNATIONAL passes many deserted, decaying industrial plants. It is not likely that they will ever be reopened. It is evident that a new Industrial Revolution is now under way. What effect this will have on rail freight traffic in the Chicago area in the future is something to think about.

All in all it was a most interesting and stimulating trip. VIA Rail does seem to be making a real effort with limited resources. Any rail enthusiast who rides the train from Toronto to Chicago is not likely to be disappointed.

2. To Churchill on VIA Rail

by Bruce D. Cole

What do the following places have in common: Sudbury, Thunder Bay, Winnipeg, Dauphin, The Pas, Thompson and Gillam? These are VIA stations on the way from Toronto to Churchill, Manitoba. This is the trip which myself and my children (ages 9, 11 and 13) decided to take for their spring break this year. Eight nights with three kids--how would you make out?

I made my reservation with VIA in mid-January. There were no problems with accommodation throughout; we obtained two bedrooms on all segments. I was able to purchase the Apex tickets, which saved a considerable amount of money. I was then informed that the school break was one week later; I had

to change the tickets, so I was charged \$100. It was still a good value with the Apex plan. I was able to get the same accommodation, except for the segment from Winnipeg to Churchill. I now had four roomettes.

Because of the length of the trip and the areas we would be travelling through, I wrote to the Manitoba Department of Tourism, requesting information on the areas we would be covering. On receipt of same, I sat down with my children to review our trip, and I gave them a project to work on--they had to find out information on the places listed at the beginning of this article. It had to be put in journal form, so that they could put their comments down each day we were away and hand the journal in as a school project. When packing, we made sure that warm clothes were included for Churchill; also lots of books and games to keep everyone occupied; and, of course, cameras.

Well, it is Tuesday, March 29th and we are all ready to leave on THE CANADIAN. We arrive at the station at 10:30 p.m.; the kids are very excited. I check one duffle bag through to Churchill, as it contains our snow outfits which we won't need in the sleeper with us; I hope they show up, or we'll be very cold in Churchill. We board at 11:00 p.m., and they change our bedrooms so that we can take the separating wall down during the day. Our porter showed us to our rooms; no smiles, but I guess we will see. After the kids are in their sleeping attire and lights are out, it is time for me to check out THE CANADIAN. We have two coaches, one Skyline car, one Daynighter, four sleepers, one diner, and one Park car, making up five Budd CP equipment, six CN equipment. In our bedrooms, they have a flyer about all meal services on board, with a breakdown of their location on the train. I went back to the Park car for a nightcap. Up in the dome, the windows were clean--you could see out of them. Walking through the cars, I found them very clean. We left on time, i.e. 11:59 p.m. I stayed up in the dome 'til 1:00 a.m., then went to bed.

Good Wednesday morning! We arrive at Sudbury at 7:30 a.m. The steam generator unit is taken off. My kids are still sleeping. It is -11 degrees (C) with some snow on the ground, but it is sunny. Everyone us up by 8:15 a.m.; it is now time to try the new meal service.

We went to the diner for breakfast. They had only two selections for each meal. Today, we can choose from eggs with bacon and sausages, or pancakes with bacon and sausages. It comes with orange juice and milk or coffee. The portions are large, and the cost, including tax, is \$4.82. If you want just toast and coffee, you are out of luck; even the snack bar won't serve toast. The service was prompt and friendly. Our bedrooms were made up when we got back; the porter took the partition down for us. We walked through the train; it is about 40% filled; lots of kids. VIA has lots of games and puzzles on board for them. The only employees on the train with name badges are the Service Manager and the Passenger Service Assistant.

Reading through the Welcome Aboard brochure, may I quote: "Without the built-in stops, arrivals in Calgary, Vancouver, Toronto or Montreal would be ridiculously early; or else the schedule would be so slow, you would think VIA was deliberately wasting your time". I wonder who wrote that; it takes longer to cross Canada today than in the Fifties. I'm sure they could knock 12 hours off this run without any difficulty.

For lunch (I thought I just finished breakfast), you are again given two choices. The Service Assistant comes around, takes your order and what sitting you wish. We don't care for today's choices, so we go up to the snack bar. They have a reasonable selection of items. You can also get light snacks in the Park car and the Skyline car. On this trip, the only items available in the Skyline car are beer and drinks. These new menus are rotated every three or four days; but you can be out of luck. My reaction already is that it is going to cause problems and not help VIA's image. They should have at least four items to choose from, plus some imagination. I know food costs can get out of line, but I think this is too much. We shall see how it goes with the food over the next week; this is only Day One.

We get off the train at Chapleau for 20 minutes to go over and look at CPR Mikado 5433. For the afternoon, we just relax and enjoy the sights, and speak to the different folk on board. Lots of eastbound freights today, and we are put into lots of sidings. Met the eastbound CANADIAN (14 cars) just west of Franz.

Well, around comes the Service Attendant for our dinner choices--fish or beef. We order one fish and three beef. I want to pay by credit card, so I will wait until meal time. I can just see what's going to happen with this system this summer when they have 20 cars to go through, rather than 10. However, the food and service is good. We are now going around Lake Superior--what magnificent scenery. We are all waiting to play the evening Bingo; when I ask what time it starts, I'm informed that they no longer run it, so we all went to bed. They didn't remind you to put your clocks back one hour tonight.

Up at Kenora on Thursday morning; it is snowing outside. We have breakfast at 8:00 a.m. Afterwards, we make sure we are packed and ready to get off at Winnipeg. During the last hour before Winnipeg, we sit in the dome. Quite a change in scenery is evident now as it is flat with the wheat elevators. We arrive in Winnipeg on time at 10:00 a.m. The Service Director came around and asked people how everything was on this portion of the trip--good public relations.

In the VIA brochure, it says that you can take the city tour. Guess what--it doesn't run in the winter. So we went out to the mint, then to a show, and then it was time to go back to the station. We arrive at 4:30 p.m. When you are in the great hall of this CN station, you realize that it must have really been something in the Forties. Today, about eight trains use these facilities.

We board the HUDSON BAY at 5:30 p.m. After getting quickly settled in the roomettes, I check out the train. We have two old CN striped units, two steam generator cars, two coaches, one Lounge, one diner, snack car and one sleeper. We pull out promptly at 5:50 p.m. We pass the eastbound (11 cars) CANADIAN as we leave. At 6:30 p.m., we go up for dinner. We sit at a table for four, of which there are only four, and two tables for two, plus a counter which holds five, and eight tables in the lounge. I find it very odd that this train has a full dinner selection. You would think that on a train like this, they would have a very limited menu. I can't understand VIA's way of thinking, and

I don't think VIA can either. The interesting times start at dinner. A passenger, who has had too much to drink, starts complaining to the waiter about the slow service. You guess what happened! They only have one waiter, a steward (who doesn't do too much) and a cook. Anyhow, we all had a good dinner and went back to relax. It is raining out, as it has been all day. We head off the main line at Portage La Prairie and it gets a lot rougher along this stretch. Our porter comes around to make sure we know how to take down the beds. I walk the train and the two coaches are 80% filled and the sleeper is 75% filled. After the kids are in bed, it is nightcap time. Upon my speaking to the waiter, he informs me of a meeting they had on Thursday where they were informed that the meal service is changing on this train to two selections for all meals. VIA, just because you do something in one part of the country, it doesn't mean it will work in other parts, especially on this train. Who did your marketing research?

Up at 6:00 a.m. Friday; it was goodbye prairies, hello trees and more trees. We arrive at The Pas at 7:00 a.m. It is cold and crisp out, with lots of snow. I do some picture taking around the station. During the one-and-a-half hour station stop, we have breakfast--a good choice. We leave promptly at 8:30 a.m. We are the only ones in the sleeper and there are only about 20 people in the two coaches. The line is quite straight, with the three-legged telegraph poles. During the morning we stop at various stations. This is the time for the kids to use their games, etc. We sit up in the lounge area of the diner. We meet the southbound HUDSON BAY at Wabowden, which has the same number of cars as our train. There's a lot more snow now.

We are getting ready to go into Thompson. The whistle signs along this stretch are the old wooden posts. At a stop called "Tricket Portage", the whole community is at this very small station to greet the train. The Husky dogs are over by the food car for the leftover scraps. Heading into Thompson, the train is wye'd, and we are at this stop for one and a half hours. I get a taxi and it shows us around Thompson. Everything in Thompson depends on the nickel company. We head out of Thompson for our final leg. You can see that the plows are used on this part of the line. After dinner, we all go to bed, as we are getting up early. We wake up at 5:00 a.m. to see very few trees. We can tell from all the steam that it is very cold out. Closer to Churchill, there are a good number of trapper cabins. The train is wye'd about five miles south. We arrive at 7:00 a.m. It is -18 degrees (C) outside. We are met by a tour representative, with whom I had made arrangements before leaving Toronto.

We do the following: take a tour of Churchill and the surrounding area (no polar bears today); we go out to Fort Churchill on a motorized heated skidoo; we go to the Eskimo Museum; then, because it is so sunny and warm (0 degrees), I get a skidoo with a sled for the rest of the day and enjoy the sights.

It is now 4:30 p.m., so we get ready to go back to the station. We get back at 5:00 p.m. and the porter lets us get back on the train. We have two bedrooms on our trip back to Winnipeg. There is lots of talk around this area regarding the expansion of the port facilities for grain. CN is spending \$4,000,000 to improve the track between Gillam and Churchill. They will be testing a couple of trains with the government hopper cars this summer; if they don't work out due to the perma frost, it will be box cars. There is quite a rail complex to handle grain here; there must be 15 tracks with considerable room for expansion. The station is old and in not too good condition. There is a sign posted indicating that CN wants to remove the agent from Churchill.

We leave promptly at 6:00 p.m. The sleeper is half filled, and there are about 40 people in the two coaches. For 40 miles south of Churchill, there is a speed restriction of 25 m.p.h. at the present time. After dinner, we are all very tired after a full day. We are all in bed by 8:00 p.m. There are a couple of rowdies in the sleeper, so it is difficult to fall asleep.

It is Sunday, and we are backing into Thompson. The two rowdies are still going at it; however, they get off at Thompson. We have breakfast and then go for a walk, as we have a one and a half hour stop. It is another sunny day--it's already +2 degrees. We pull out at 9:15 a.m. for the one hour run to the main line. The coaches are now half filled. The crew on this train, other than the dining steward, is really good. This is a community train, like the SKEENA which I was on last year; the villages along this route really depend on the HUDSON BAY.

Going down to The Pas, we pass Mixed 295--two units, 40 cars, with a coach on the rear. Arrival at The Pas is on time. They change the two steam generator units, and clean the train. Out of The Pas, there are only about 40 people. We have dinner and then turn in.

We arrive in Winnipeg on time Monday morning. VIA is offering a Churchill/Eskimo Point Explorer this summer. If you have the time, I would highly recommend this tour. We keep busy all day in Winnipeg. We get the \$15 rate for a room at the Fort Garry Hotel. We board the eastbound CANADIAN at 7:00 p.m. and leave promptly at 8:10 p.m. Train 8 to Capreol leaves at 8:00 p.m., with one unit, one steam generator car, one baggage-roomette car and one coach with snack service. Starting with Sunday's train, both 7 and 8 will have only snack service available on them. VIA really wants the business, I see.

THE CANADIAN eastbound has one Park car, four sleepers, one Daynighter, one Skyline, two coaches, one baggage-dorm, two units: five CP cars and six CN cars. The trip eastbound was very uneventful, except on the Tuesday; we did not want a full lunch, so we went to the snack car. Would you believe that they were out of 40% of the items on the menu?

Arriving in Toronto Wednesday at 7:00 a.m., we had travelled over 4000 miles and had slept eight straight nights on the train. My kids were great; they really enjoyed themselves. Word has it that, in the fall, there are going to be further VIA cutbacks. I feel that they have no one to blame but themselves, after five years of trying to put it together. There seem to be many more chiefs (who don't know what they are doing) than Indians (the average VIA employee who is trying his best under incredible conditions).

3. On THE ADIRONDACK

by Kenneth Bagnell

One day toward the end of May, 1982, I decided to keep a promise I made to myself a long time ago: to take the train, not because I wanted to go anywhere in particular, but because I wanted to enjoy an all-day journey on the train.

Since I was pressed for time and uncertain of the best route for a single-day trip, I put through a call to a man in Montreal who has helped me in the past and who probably knows more about trains and train travel than anyone in Canada, Omer Lavallee, Corporate Archivist of Canadian Pacific Ltd. and railroad scholar *extraordinaire*.

"The trip for you," he said, "is THE ADIRONDACK, leaving Montreal at 10:15 in the morning, arriving in New York at 7:13 in the evening. You'll ride through an interesting part of Canadian history in the morning, look out on upper New York State in the afternoon and arrive in Manhattan with the sun still in the sky. A good day's journey. Why not come to Montreal the night before, in time for dinner? We can talk about the trip, and you can be away in the morning."

We met at one of his favourite restaurants, Mother Martin's, a roomy and friendly place only a few minutes from Windsor Station, the famous building from which the trains to New York have been running almost continuously since 1875 and which is headquarters for Canadian Pacific Ltd. Omer Lavallee went to work there in 1942, when he was only 17. He has been there for 40 years, a sturdy, outgoing man now in his middle fifties, whose interest in railroading is so complete that it has become not only his work but his hobby, not just a frivolous pastime but a serious pursuit of railway history. Soon, he will bring out his fourth book, *Canadian Pacific Steam Locomotives*, a work that has taken a lifetime to research and which should earn him the lasting appreciation of railroad buffs, since it will contain descriptions of no fewer than 3,250 steam locomotives.

He had thoughtfully prepared an *aide-memoire*--maps, timetables, a few paragraphs on many of the towns, villages and empty stretches I'd pass through the next day. "One spot to look for," he said, "is Lacolle, five miles this side of the border. Take notice of the station, one of the most elaborate rural stations in Canada; it's designed along the lines of a French chateau." Later, when we'd finished dinner and were having coffee, Mr. Lavallee was raising his cup when, as if he had had a sudden thought he didn't want to let pass, he said: "Let the conductor know you're interested in the train. If he's not too busy he'll give you some time. These men know trains; many have worked a lifetime. I met one several years ago, and he was 78 years old and still working as a conductor."

At exactly 10:15 the next morning--not a minute before or after--THE ADIRONDACK slipped out of Windsor Station, so smooth and so silent that it seemed the world beyond the window was moving and the train was still. I was sitting near the middle of the car, which was brown in colour, dark on the ceiling, medium on the chairs, a blend that suited the day, which was only beginning to grow bright. In the entire car, which had room for about 100 people, there were exactly 22 occupants, three of them children, none of whom was making a sound.

The conductor approached. He looked like a conductor--middle-aged, official but not officious, a finger resting in the vest pocket, eyes that looked not through his glasses but over the top. He took my ticket. "Morning. All the way to Grand Central." He put the usual small card in the usual place in the rack over my head. "This is a comfortable car", I said. "How old is it?" "About five years. You interested in trains?"

I said I had a few questions, whereupon he told me he'd be back when he had checked his passengers.

We were, by then, running fast and well toward the edge of Montreal, and looking out the window, I remembered that the train, unlike the car, the bus or the plane, carries you alongside the world's backyards. Here was the rear entrance to the Welcome Mission, gray as the morning and as quiet. Here were the cemeteries of the car, the fences that had grown tired, the old men who leaned on rakes, and then, beyond the Lachine Rapids and on the south shore of the St. Lawrence, the famous Mohawk village of Caughnawaga, noted in our history for many things, but in the memory of my boyhood the place from which came the great steel riggers, the daring men who worked at incredible heights to build skyscrapers all over North America--Mohawks of high steel.

I was gazing at the station at Lacolle while we waited for passengers and customs inspectors, when, just as we pulled out, the conductor came and sat down. His name was Charles H. Kenna. He had been working on the Montreal to New York line for over 30 years. As the train sped through the woods of upper New York and ran along the waters of Lake Champlain, where lone fishermen sat in small boats, Mr. Kenna told me about trains and conductors: "Yes, we did have a conductor here in his late seventies. Seventy-eight I believe. Worked right to the end. See, when these older fellows joined it was a seven-day week, no weekends, no days off, nothing. So, when retirement came, they couldn't let up. They had to come back. Now it's different. I work two days on, then one day off. That's the way it's got to be on this job. Look, did you ever wonder why conductors years ago used to be crabby? Because too many worked seven days a week! Me, I'm developing outside interests."

From an inside pocket of his suit, Charles Kenna produced a small leather booklet. He opened it and, turning the pages with a smile, pointed to the names and addresses of dozens of people he has met over the years he has worked on THE ADIRONDACK--people from Britain, Scotland, Brazil, Australia, Colombia and many from Canada. "You've got to like people in this job," he said seriously. "I mean really. All these people, I'm going to keep in touch with when I retire. By ham radio. That's my hobby. Yes, I'd say liking people is the key to it. That and, in my time at least, being willing to work whenever they called you out. Can you imagine a young fellow today being called out at two in the morning in January in a howling blizzard?" We were nearing Saratoga Springs, the fabled resort of an era past, when Mr. Kenna pointed to a ridge of mountains in the distance: "Over there, behind those mountains, that's where I live." I watched as he swung down to

the platform at Schenectady, stood talking with a couple of friends, telling them the news from up the line, and then vanished.

In late afternoon, shadows drifted like clouds over the crest of the Catskills, near Hudson. The train began to fill. Men, mostly in their thirties, tennis-trim and with expensive suits, got on in groups of two and three in Albany and Poughkeepsie; soon the car was not a quiet and dreamy place but an office, advancing upon New York, ready to take it on.

At nine minutes past seven, after we had raced beneath the towers of Sing Sing Penitentiary and through silent streets in Harlem, THE ADIRONDACK, full of feelings I like to think of as good, reached Grand Central Station. I did not anticipate being met, and I wasn't. But in some way that I shall never fully understand but never completely forget, it was as if I had been expected and was being taken into the care of the anonymous spirit of a great city. I stood and listened to all the voices and remembered something Omer Lavallee had said the evening before: "You'll find it a very emotional way to arrive in New York."

--Reprinted from the Imperial Oil Review, forwarded by Arthur V. Crisp



ITEMS

- Construction has begun on an additional bus transfer facility at Wilson Station, immediately north of the existing structure. The \$2,142,300 contract is held by Dineen Construction Ltd., with completion scheduled for December of this year. The project involves construction of a single level glass enclosed waiting area with four standard bus bays, four articulated bus bays, and two unloading bays. The new structure will be linked to the present station, opened in 1978, by an underground passageway. Opening of the new facility will help to relieve congestion at Wilson Station and also permit additional routes to be fed into

the terminal from the north-west. These changes will make use of the Spadina Subway more convenient for many additional passengers. Patronage on the Spadina line has been increasing steadily, particularly during 1982.

- A \$3,806,000 contract for the construction and architectural finish for McCowan Station on the Scarborough RT Line was recently awarded by the TTC to Vanbots Construction Corporation. Completion is scheduled for mid-1984. The station will be of concrete and glass construction, and will be the eastern terminal of the new line, immediately east of McCowan Rd. Trains will arrive and depart at the upper level of the elevated station. The control area is at street level, with passengers entering from the east side of McCowan, and along a walkway from an adjoining parking lot. A cross-over for trains to reverse direction is being installed immediately west of the station.

- A \$7 million contract has been awarded for the Scarborough Town Centre Station to Janin Building and Civil Works Ltd. The three-level station will be located between the Civic Centre and the shopping mall and will be linked to these buildings by a walkway. TTC, GO Transit and intercity buses will use 12 bus bays located on the lower level, with four of these being designed to handle 60-foot articulated buses.

- A mobile thermite rail welding plant has been set up on the route of the Scarborough RT line between Ellesmere and Lawrence East Stations. This plant is welding assemblages of twenty 39-foot rails into 780-foot sections of CWR, for installation on the full 4.3 mile length of the line, with the only breaks reportedly being the expansion joints required at the Kennedy Terminal turning loop, which loop (in spite of earlier suspicions to the contrary) will be used to turn the ICTS trains.

- An important fact in connection with the Scarborough RT line which does not seem to have been reported in any railfan publication (including the Newsletter) is that the facility is being constructed to standard gauge, rather than the so-called Toronto gauge of 4'10 7/8". The last previous revenue service provided by the TTC over standard gauge trackage was the carload freight switching operation on the Lake Simcoe Line at Aurora, which lasted after the remainder of that line had been converted to Toronto gauge following the TTC takeover in 1927 of operation of the former Metropolitan Division from the Hydro-Electric Power Commission of Ontario.

- It is reported that the cars for the Scarborough line may be numbered in the 3000 series, which had heretofore been the "reserve block" in the TTC's master numbering scheme.

Stored PCC's at St. Clair Carhouse as of May 29, 1983 (tabulated from Wychwood Ave. to Christie St.)

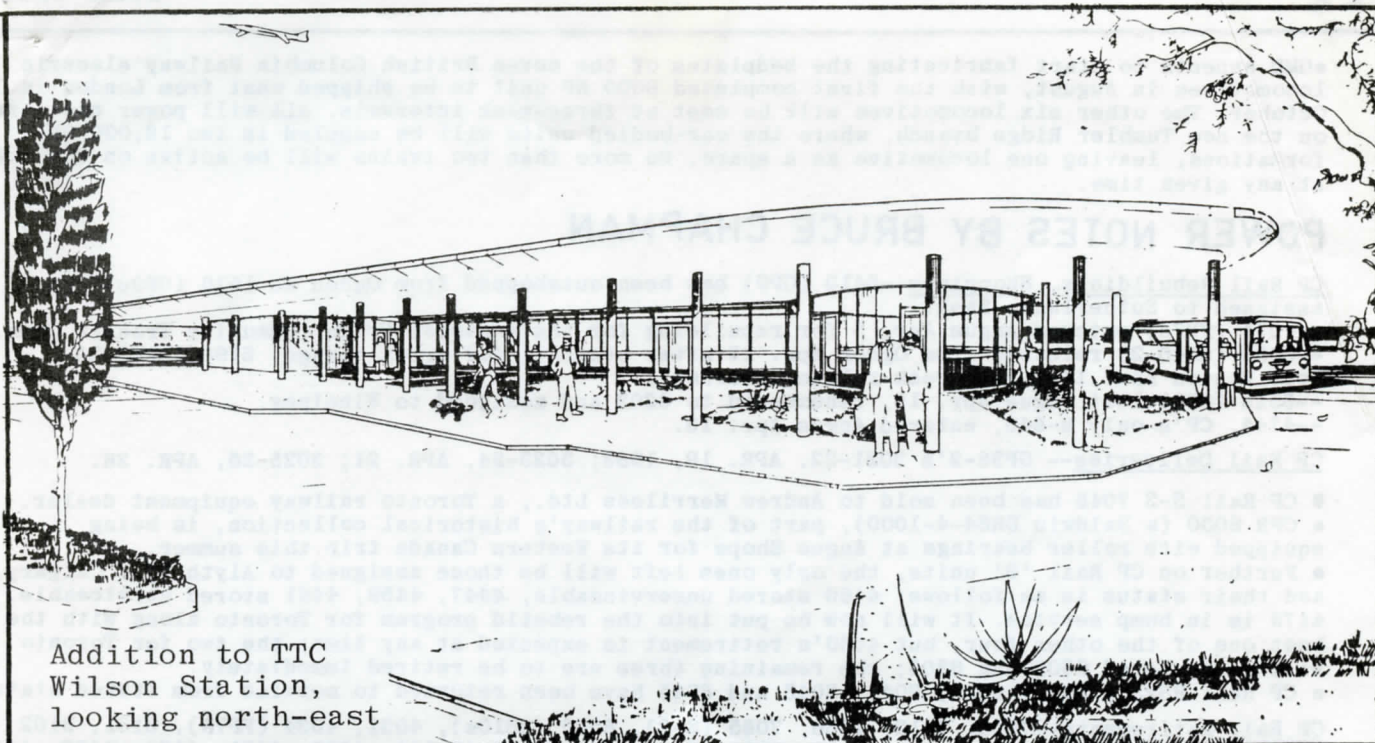
Track 13: 4455, 4388, 4459, 4380, 4525, 4305, 4406, 4531. Track 14: clear of cars.
Track 15: 4521, 4548, 4387, 4315, 4391, 4438, 4372, 4324. Track 16: 4448, 4484, 4429, 4343, 4465, 4376, 4532, 4411. Track 17: clear of cars. Track 18: 4317, 4535, 4384, 4392, 4379.
Track 19: 4422, 4378, 4356, 4331, 4316, 4514, 4511, 4375, 4318. Tracks 20 and 21: clear of cars.

--Harvey R. Naylor

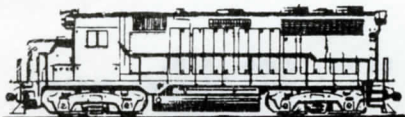
NOTES FROM SUDBURY—Word is that the transcontinental schedule will be changed in the fall of this year, making it somewhat faster overall and thus saving some money on manning costs. Sudbury will lose its overnight link with Toronto and get instead a very slow day trip...VIA does insist on trying to do intercity service with a 3000 mile schedule! During mid-April, CP Rail removed all but the main platform from the Sudbury passenger station, thus making any future train marshalling virtually impossible. It is understood that VIA refused to pay the necessary cost to repair steam and water lines under and beside the outer platforms, so CP Rail will no longer maintain them. Passenger train watering will not be done here, according to sources, so that the Toronto-Chapleau run will have to be made between waterings. The logic in this is difficult to fathom, to say the least, particularly when a daylight run is contemplated over a large part of this route. It will also be interesting to know if VIA will be billed by CP Rail for the tearing up of platforms no longer required by VIA. The "main" (now only) platform at Sudbury will hold a 12 to 14 car train. Perhaps that is now to be the maximum number of cars allowed on THE CANADIAN:

--Dale Wilson

--CNR 4-6-2 5588, on display along the riverfront in downtown Windsor, is being maintained by a group of local railfans under the direction of UCRS member Julien Wolfe. They are seeking a photo of 5588 in service to use for publicity purposes in fund raising activities to finance the locomotive's restoration. If you could assist them please contact Julien Wolfe, at 1545 Ouellette Ave., Apt. 806, Windsor, Ont. N8X 1K6.



Addition to TTC
Wilson Station,
looking north-east



Motive Power Section



Diesel Division
General Motors
of Canada Limited
London, Ontario.

UPDATE OF RECENT LOCOMOTIVE ORDERS SUMMARY TO MARCH 4, 1983

(Continuation of list appearing in Newsletter 397, Page 13).

Compiled by Don R. McQueen

1. Changes to Previous List: --Add opposite Order No. C-435: Quantity 20; Model SD40-2; Purchaser: CN, and Note "Order Cancelled".

--Delete question mark following road numbers 756, 757 in Order No. C-442 listing.

2. New Orders:

Order	Qty.	Model	Serial Nos.	Purchaser	Road Nos.	Delivery Date
C-443	4	GP38-2	A4284-A4287	ONR	1804-07	DEC. 1982
C-444	30	SD40-2	A4288-A4317	CP	6025-54	For Nov. 1982-Feb. 1983
C-445	20	GP38-2	A4318-A4337	CP	3021-40	For Apr.-July 1983
C-446	7	GF6C	A4340-A4346	BC Ry.	6001-07	For Oct.-Dec. 1983
C-442-2	2	SD40-2	A4338, A4339	CP	2nd 5584, 5693	For mid-1983
C-447	1	GP38-2	A-4347	DEVCO	228	For July 1983

• It has been revealed that CN Tempo locomotives 3150-3155 have been placed in storage essentially because of their incompatibility with the Tempo car equipment, which has been converted from 575 volts to 480 volts for purposes of compatibility with Amtrak equipment and the LRC locomotives. The generator (ex-baggage) cars used with Tempo equipment have also been converted to 480 volts. VIA Rail's contribution to the alternating (daily) equipment pool for the INTERNATIONAL, in terms of motive power, thus now consists of either LRC locomotives (6900's) or 6700's with a generator car. Late word is that the 3150's have been permanently retired and that they are being stripped of all reusable parts at Spadina.

--Ron Layton

• CN has begun assigning GP38-2's to Sarcee Yard, Calgary, to replace GP9's. The Geeps are going east to replace RS18's, which will be either stored or scrapped. The new units are "light loaded" by reducing their fuel and sand capacity to come within secondary mainline weight restrictions. The modifications involve mainly "sleeving" the tanks and bins so that they cannot be filled to their original design capacity.

• ONR 1804-1807, the four new GP38-2's pictured in last month's issue (not SD40-2's as stated) were accepted by the railway on Dec. 15, 1982. They feature an improved cab heating system with window defrosting features, two 350 watt headlights and two pilot mounted 350 watt ditch lights. A new pulse speed information and recording system utilizing data packs which are magnetic self-erasing tape cartridges with a recording capacity of 48 hours are an added feature. The units can MU with all other ONR power.

--ONR "Chevron"

● GMD expects to start fabricating the bedplates of the seven British Columbia Railway electric locomotives in August, with the first completed 6000 HP unit to be shipped west from London in late October. The other six locomotives will be sent at three-week intervals. All will power coal trains on the new Tumbler Ridge branch, where the car-bodied units will be coupled in two 18,000 HP formations, leaving one locomotive as a spare. No more than two trains will be active on the branch at any given time.

POWER NOTES BY BRUCE CHAPMAN

CP Rail Rebuildings, Shoppings--8410 (GP9) has been outshopped from Ogden as 1510 (GP9u) and assigned to Sutherland, Sask.

--4074 (FP7A) entered Angus Apr. 5 for rebuilding for the Montreal Urban Community Transit Comm.

--5862 (SD40-2) released from Ogden Apr. 15 after overhaul for wreck damage; 5798 (SD40-2)

left Weston Apr. 11 after wreck-related overhaul.

--8518 (GP9) left Angus Apr. 15, renumbered to 8202 and assigned to Winnipeg.

--4744, CP's only M-640, entered Angus Apr. 13.

CP Rail Deliveries-- GP38-2's 3021-22, APR. 19, 1983; 3023-24, APR. 21; 3025-26, APR. 28.

● CP Rail S-2 7045 has been sold to Andrew Merrilees Ltd., a Toronto railway equipment dealer.

● CPR 8000 (a Baldwin DRS4-4-1000), part of the railway's historical collection, is being equipped with roller bearings at Angus Shops for its Western Canada trip this summer.

● Further on CP Rail 'B' units, the only ones left will be those assigned to Alyth Yd., Calgary, and their status is as follows: 4460 stored unserviceable, 4447, 4459, 4461 stored serviceable. The 4476 is in hump service. It will now be put into the rebuild program for Toronto along with the best one of the other four, but 4460's retirement is expected at any time; the two for Toronto will be numbered 6802 and 6803; the remaining three are to be retired immediately.

● CP Rail RS23's 8029, 8039, 8040, 8043 and 8045 have been returned to service from stored status.

CP Rail Retirements--7010, 7012, 7056, 7085 (S-2), 8569 (RS10s), 4031, 4034 (FP7A), B101, B102 (Hump Booster Unit), 7100, 7110, 7111, 7118 (S-4), 6602, 6608 (S-10), 4427, 4431, 4434, 4438, 4443 (F7B), 6561 (S-3), 8441, 8443, 8452, 8456 (RS3's).

● CN has ordered four SD50's from DDGM at a value of \$6 million.

● CN NW2 7941 is going to the CRHA New Brunswick Division museum, at St. John, N.B.

● Squaw Creek Coal 721001, a Fairbanks-Morse H-16-66, is going to the Alberta Pioneer Railway Museum in Edmonton.

● 1816 (RS-18u) has been released from Angus. It was rebuilt from RS-18 8799.

MONCTON NOTES--A few weeks ago six units were sitting outside the CN car shop in Moncton awaiting scrapping including CN 8042 and 8064 (S-4's); VIA 6759 (FPB2); CN 2535 and 2552 (M-420's); VIA 6629 (F9B). The last named three units had been damaged in accidents...CN 30, one of only three remaining GE 70-ton units, was recently observed freshly painted and was expected to return to Prince Edward Island shortly...two hump yard sets were noted, viz. CN 224 (GP9M)--282 (Slug) and 222 (GP9M)--280 (Slug). The GP9M's are 2000 HP units built by GM in 1973...Alco switchers 8238 and 8245 are still in service in Moncton; they are used to switch the car shops and Franklin Yard (the latter is used to store cars destined for scrapping (three tracks) and to hold cars for industries in the west end of Moncton...wood maintenance of way cars recently awaiting scrap in Moncton include:

Outside Braced Boxcars

70005, 70006, 70910, 71326, 74147, 74153, 74154, 74542, 74562, 74629, 74648, 74867, 74886, 74978, 74981, 506465, 506533, 512421, 515055, and one car with no number visible.

Hart Drop-side Gondola Cars 102037, 102087, 102740, 103041, 103046, 104251, 104431.

3000 Cubic Foot Hopper Cars

352504, 355044, 355097, 355183, 355252, 356006, 370301, 390215, 390258, 390294, 390321

Wood Chip Cars (originally hoppers, converted to wood chip service by adding outside ribbed hopper car bodies)-- 873559, 873565, 873573.

--Ed Bowes (Tempo Jr.)

SASKATOON COUNCIL LOOKING TO PRESERVE STATION--Saskatoon City Council wants a written assurance from Transport Minister Jean-Luc Pepin that the former CP Rail station at 305 Idylwyld Drive will not be torn down. Acting on a recommendation by William Sarjeant of the Saskatoon Heritage Society, Council authorized the mailing of a letter to Mr. Pepin, which outlines a desire to see the 76-year old building preserved. CP Rail has not as yet indicated an intention to demolish or sell the building. CP Rail's Sutherland Supervisor Bob Klassen said he doubts whether the company wants to do either, since the station still houses the offices of its Saskatoon Superintendent, Marketing and Sales Department, Engineering Department and Canadian Pacific Police. But, as a precautionary measure, the city's letter says that Council wants first right to buy the station if the railway should decide to sell.

Prepared by Council's Legislation and Finance Committee, the letter says: "Previous Councils are on record as avid supporters of retention of this station, and the Council of the day wishes to reaffirm this position." The letter does not request a reopening of the downtown station to passenger rail services, which ceased operating into this facility during the 1960's. (Perhaps the Council will take heart if it hears of what is transpiring in Quebec City--Ed.).

Mr. Sarjeant appeared before Council in February to seek a commitment from the city after learning that CP Rail had demolished its 71-year-old West Toronto station in defiance of city plans to save it. He warned that there is no guarantee Council would even be informed if CP Rail decided to demolish the Saskatoon station. The building is outside of Provincial jurisdiction, and hence outside the reach of the Saskatchewan Heritage Act.

--from the Saskatoon Star-Phoenix



UCRS and other events and activities

by Ed Campbell

Correction--in the May issue, the side trip of the Fall Colour Excursion was stated as going to Bracebridge, whereas it is actually going to Huntsville.

--Some preliminary planning is being done for a 16-day bus trip for the spring of 1984. The leisurely trip would include one week in Myrtle Beach, S.C. with side trips to various interesting railway installations and the cities of Norfolk and Williamsburg. A visit to the U.S. Army Transportation Museum would be included. About half of the tour would be in hilly or mountainous country and would include any steam tourist railways within reasonable reach of the route. The trip would leave on a Saturday morning and return on the Sunday two weeks later. The approximate fare for bus, hotel, side trips, but not including meals is \$800, double occupancy. As this kind of trip requires a lot of planning, Ron Layton would like an early indication, in writing, from members interested. His address is 46 Sir Bodwin Place, Markham, Ontario L3P 2X8.

Friday, June 17--The regular UCRS Toronto meeting will be held in the Education Centre at College and McCaul Streets, Toronto (6th floor auditorium). The doors will be open at 7 p.m. for the informal get-together for an hour before the meeting starts at 8 p.m. sharp. As announced in the last issue, and continuing the theme of 40 years of UCRS fantrips, members Bill Hood, Bob Sandusky and Dave Spaulding will present a slide show featuring Society excursions over the years. It is hoped that this will form a reunion night, when participants in those many great outings can gather to assist each other in bringing back the happy days of steam on the head end and baggage cars and coaches filled with enthusiastic fans and berry pickers behind.

Friday, June 24--The regular Hamilton Chapter meeting of the UCRS will be held at the CNR station in Hamilton at 8 p.m. The entertainment will be provided by members showing their 35mm slides. All UCRS members and their friends are always welcome. Toronto members, of course, should travel over by GO train direct to the station. Because of the success of the summer meetings held by the Hamilton Chapter last year, these meetings will be held again this year.

Friday, July 15--The regular UCRS Toronto meeting will be held in the Education Centre at College and McCaul Streets in Toronto at 8 p.m. sharp. Doors will be open at 7 p.m. for the pre-meeting get-together on the 6th floor outside the auditorium. This is the night traditionally reserved for members to provide the entertainment by showing their 35mm slides or 8mm edited movies. Why not put together a show of (say) 50 slides on any railway or transit subject. Get out your old slides and get busy. When you have your show ready, give George Meek a call at 532-5617 so that he may organize the meeting.

CN the RCO support flotilla

by Don McQueen

As many readers know, CN's Rail Changeout Machine has been laying ribbon rail on the Strathroy Subdivision between Sarnia and Komoka. The eastbound track has been changed out during the last eight weeks since March. A question might well be asked as to how much support equipment is needed to keep the RCO working at its mile and one-half to two mile per day pace. The answer, as determined on the basis of several hours' observation and recording, is staggering when it can be put all together. Most observers see only the RCO train and do not realize how much additional equipment is used and stored at locations other than that at which the RCO train is working on any given day. The train itself has the following consist: one 52' flat (for track parts, e.g. bolts, clamps and spikes from the original trackwork); one RCO (Rail Change-out Unit); three 48' gondolas (for old fishplates belted back to them by the RCO); one stores express car; one transfer van, and one 52' flat for spare track hardware. Gondolas and flats are exchanged each day with another set so that the material can be reclaimed at a stores depot set up temporarily along the subdivision.

Here, then, are the equipment totals as observed on April 23-24, 1983: One RCO (505-51); three 52' flats (662-663000 series); eight 48' gondolas (160000 or 195000 series); one 73' stores baggage (70783: ex-9055); three transfer vans (76600 series); three 40' steel boxes assigned to RCO 505-51 stores; six 40' steel boxes and stock cars assigned General Stores; two diesel fuel tank cars (99084-085); one creosote tank car (CGTX 81164); one Ohio crane (50471); one crane idler car (58273); two crane boom/bucket flat cars (58256 and 54988); 47 crew cars: all ATCO or TRECO trailers on 40' 25000 capacity ex-flats built between 1929-31 and rebuilt between 1969-76, including 25 bunk cars; seven administration cars; two signals communications cars; three wash cars (41927;29;33); eight diners; and two kitchen cars (41693-94). Unless noted all road numbers are in the 41,42,43 and 49,000 series; four clothes drying cars (ex-40' boxes, numbered 41942, 43655-56, 73928); four water cars (tanks 80210;213;232 and 330); one leased Holland Welding Unit (Electric Butt Welder) which is a road-rail mobile unit.

In addition to the foregoing 89 units are the usual maintenance-of-way spike-pullers, rail heaters, spikers, and welding units which precede and follow the RCO train. Who says playing with real trains is easy--or cheap!

NOTES FROM OTTAWA by J.M. Harry Dodsworth

--CN Marine have put two vessels up for sale. One is the BLUENOSE, which has run between Yarmouth, N.S. and Bar Harbor, Maine since 1955. Although in good condition, it is unlikely that she will be sold for further trading as 28 is very old for a ship, and most modern ships are end loading rather than side loading. The other is the coastal ship PETITE FORTE.

--In late 1982, CN applied to the Canadian Transport Commission for permission to abandon the Renfrew Subdivision between Renfrew Junction and Whitney. This line has been used as far as Barry's Bay for occasional excursions from Ottawa.

--The disused CN Smiths Falls Sub. between Smiths Falls and Napanee is no longer usable as the crossing at Highway 15 near Elgin has been paved over.

--The Federal Government, or more likely its advertising agency, was criticized for including a sketch of a three-foot gauge White Pass & Yukon locomotive pulling a string of standard gauge grain hoppers in its advertising supplement explaining the new Crow rate!

--Train service between Toronto and Ottawa was interrupted on Friday, April 29th and Saturday April 30th after a tractor-trailer failed to clear a bridge at Smiths Falls and the damage dislocated the track. A CP Rail employee, who had been driving behind the tractor-trailer, heard the horn of an approaching passenger train and managed to flag it down before it crossed the damaged overpass. Ottawa passengers were bussed to and from Brockville until the bridge was repaired.

SHORT HAULS by Bruce Chapman

--CPR 4-6-2 1201 will run from Ottawa to Wakefield this summer, the National Capital Commission having provided the money.

--CP Rail will lease up to 100 ballast cars from Morrison-Knudsen, lettered MKIX.

--A housing development is planned for CN's abandoned Point Aux Trembles Yard, Montreal.

--CN is establishing a Winnipeg marketing office to promote grain shipment over its lines, in competition with CP.

--The Province of Quebec is fighting plans by CN Express to transfer up to 80 employees from Quebec to Toronto.

--The Province of Manitoba is urging CN to build its own coal cars at Transcona Shops to maintain and increase employment there.

--The QNS&L has received permission to reduce the frequency of its passenger train service between Ross Bay and Schefferville from twice-weekly to weekly, effective April 17, 1983.

--The CN has obtained permission to abandon the Bodo Subdivision between Cactus Lake, Sask., M.P. 40.34, and Bodo, Alta., M.P. 15.54.

--The CN has called for tenders for electrical facilities for servicing LRC's at Ottawa.

--The Electric Reduction Co. of Buckingham, P.Q. is hoping for expansion, with a new bridge over the Lievre River to allow CP access to the plant.

--The TH&B dispatcher's offices in the railway's Hunter St. building, downtown Hamilton, were apparently surveyed recently to see if Conrail's St. Thomas dispatching office could be accommodated therein.

--CN and CP hope to buy Conrail's Canadian assets at \$200 per share. However, this proposal has still to be approved by various bodies, and CP shareholders. The Canada Southern shares are presently worth about \$180.

UPPER CANADA RAILWAY SOCIETY

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